

Final Tier Two Scoping Summary Report



Prepared For:

Illinois Department of Transportation

Indiana Department of Transportation

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1.0 Project Definition

The Illiana Corridor has been a component of long-range plans for the bi-state region since the early 1900's, and was first envisioned as a vital link in an outer ring of highways encircling the Chicago region. Conceptual highway corridors linking Illinois and Indiana south of Interstate 80 were also studied by regional planning agencies in the 1960's and 1970's. More recently, feasibility studies for a potential Illiana expressway were completed in 2009 by the Indiana Department of Transportation (INDOT) and a supplemental study by the Illinois Department of Transportation (IDOT) in 2010.

On June 9, 2010, governors Pat Quinn of Illinois and Mitch Daniels of Indiana moved the Illiana Corridor forward by signing a Memorandum of Agreement (MOA). This MOA outlined a mutual commitment to the project by both states. The National Environmental Policy Act (NEPA) process for the Illiana Corridor is being conducted in two steps or "tiers". The Council on Environmental Quality (CEQ) regulations (40 CFR 1502.20) allows NEPA studies for large, complex transportation projects to be carried out in a tiered process.

As part of the NEPA process, the Federal Highway Administration (FHWA), in cooperation with IDOT and INDOT, will complete a Tiered Environmental Impact Statement (EIS) for the Illiana Corridor.

A Tier One EIS was prepared to resolve issues regarding the transportation mode, facility type, and general location and resulted in the identification of Corridor B3 as the preferred corridor to be carried forward for further evaluation in the Tier Two NEPA studies. The Tier One EIS and Record of Decision (ROD) were issued concurrently under Public Law 112-141, the Moving Ahead for Progress in the 21st Century (MAP-21) legislation, and were signed by the FHWA on January 17, 2013 authorizing Tier Two study activities to commence.

For the Tier Two EIS, the analysis will focus on the Corridor B3 which is an approximately 2,000 foot wide, 47-mile long east-west oriented corridor with a western terminus at I-55 just north of the City of Wilmington in Illinois and an eastern terminus at I-65 approximately 3 miles north of State Route (SR) 2 in Indiana. The Study Area is shown in Figure 1.

NEPA requires scoping and encourages early and frequent coordination with the public and resource agencies throughout the project development process. Scoping facilitates public and agency participation and provides the opportunity for their input during preparation of the EIS. The scoping process for this project is following the scoping guidelines within the CEQ Regulations, 40 CFR § 1501.7, which provide that “there shall be an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action.”

system improvement needs, a study of alternatives to satisfy them, and broad consideration of potential environmental and social impacts of the possible alternatives. The Tier One EIS analysis provided an evaluation of the transportation problems in the Study Area based on stakeholder input and engineering analysis, which forms the basis for the project Purpose and Need and for identifying potential corridors. The Tier One EIS was completed at a sufficient level of engineering and environmental detail to resolve the mode, facility type (e.g., type of roadway), and corridor location.

FHWA issued a combined Tier One FEIS and ROD on January 17, 2013. The ROD approved Corridor B3 as the selected corridor for continued consideration in Tier Two NEPA studies, subject to conditions set forth in the ROD. The Tier One ROD approved a corridor, rather than a specific alignment, for the selected Corridor B3. The specific alignment within Corridor B3, along with appropriate mitigation measures, will be analyzed in the Tier Two NEPA process.

A Notice of Intent to initiate the Tier Two EIS was published in the Federal Register on February 13, 2013. Alternatives in the selected corridor, as well as a No-Action Alternative, will be advanced into Tier Two and will include: 1) continued analysis and definition of the selected and supporting transportation modes; 2) further development of engineering plans, including potential study of alternative working alignments within the overall selected corridor and selection of a preferred alignment with a defined environmental footprint; 3) completion of more detailed environmental investigations, including field studies, that will inform the alignment studies; 4) corresponding updates to impacts to social, economic, and environmental resources; 5) identification of detailed mitigation measures for those impacts found to be unavoidable; and 6) development of a financing plan that identifies sources of funding and the timing of their availability.

Tier Two includes preparing a draft and final EIS that will disclose potential environmental and social effects of the proposed improvements in addition to measures to minimize or mitigate impacts associated with the project. Following the guidelines of MAP-21, the final EIS will be issued with a ROD which identifies the Preferred Alternative.

The goal of the Tier Two EIS is to ensure that the selected alternative adequately balances the needs of the communities, the resource agencies (i.e., the environment) and the transportation system (local, regional, and state-wide).

2.2 Potential Tier Two Activities

The Tier Two NEPA process will be conducted as a single study addressing the entire corridor. The Tier Two EIS will present further detail on a range of alternatives within the selected corridor identified in Tier One, an evaluation of impacts of the alternatives, and actions for mitigating project impacts to environmental resources. In general, the range of alternatives considered in a Tier Two study will be confined to the selected corridor. However, the flexibility will exist to consider alternatives with minor excursions outside the selected corridor to avoid impacts within the selected corridor

not anticipated in the Tier One EIS, or to address context sensitive design issues in a way that does not materially increase overall impacts.

The engineering analysis completed during the Tier One process will be supplemented to identify the general layout, preliminary design, and footprint of a roadway alternative(s) alignment which includes interchange locations, bridge structures, and road closure locations within Corridor B3, as well as associated right-of-way requirements. Additionally, Tier Two will include detailed studies of possible methods to avoid and minimize impacts, and where determined unavoidable, to mitigate impacts to environmental resources within the project footprint. The Tier Two environmental document(s) will serve as the basis for a decision on whether to proceed with the design and possible construction.

In support of the Tier Two analysis, geographic information systems (GIS) data collected during the Tier One process will be used. The comprehensive GIS database encompassing the entire Study Area that has been developed will be incorporated and refined during the Tier Two analysis. Additional data collected from resource agencies and field surveys will be integrated into the GIS database. The GIS database serves as a single source for storing, retrieving, editing/updating, analyzing, and displaying project related information. It provides the ability to create comprehensive environmental resource maps used to first avoid and then minimize impacts as part of the definition of initial alternatives, to the extent practical. The GIS database streamlines the capabilities, quality, and consistency with respect to preparing impact and performance reports in table format for comparative analysis. It also simplifies the ability to prepare public display exhibits as an essential and valuable component of the stakeholder coordination process.

3.0 Description of Context Sensitive Solution Policies

This project is being developed using the principles of Context Sensitive Solutions (CSS) per IDOT and INDOT's CSS procedures. CSS is an interdisciplinary approach to transportation planning that addresses both the needs of the transportation system and the overall community. IDOT formally adopted a CSS policy on August 1, 2005, and implementation procedures have been developed for all modal divisions as well as in the Office of Planning and Programming. As a result, IDOT has developed a framework for including stakeholders in its decision-making process. IDOT also maintains a website to provide education and information regarding CSS in the state: www.dot.state.il.us/css/home.html.

In March 2003, INDOT formally adopted a policy for CSS. The goal of INDOT's CSS Policy is to develop transportation solutions that balance community and environmental goals with transportation goals. An Implementation Plan (April 2007) was developed to incorporate CSS into all levels of INDOT's policies and projects. INDOT also maintains a website to provide education and information regarding CSS in Indiana: www.in.gov/indot/div/projects/indianacss/.

As stated previously, CSS is an interdisciplinary approach to transportation planning that addresses both the needs of the transportation system and the overall community. CSS seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build, and maintain cost-effective transportation facilities that fit into and reflect the project's surroundings – its “context.” Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

The CSS approach provides stakeholders with the tools and information they require to participate effectively in the study process, including providing an understanding of the NEPA process, transportation planning guidelines, design guidelines, and the relationship between transportation issues (needs) and project alternatives. In other words, using the CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, as well as improve the ability of the project team to understand and address concerns raised. This integrated approach to problem solving and decision-making will help build community consensus and promote involvement through the study process.

As identified in IDOT and INDOT's CSS policies, stakeholder involvement is critical to project success. The CSS process strives to achieve the following:

- Understand stakeholder's key issues and concerns.
- Involve stakeholders in the decision-making process early and frequently.
- Establish an understanding of the stakeholder's project role.
- Address all modes of transportation.
- Apply flexibility in design to address stakeholder's concerns whenever possible.

4.0 Stakeholder Involvement Plan

FHWA, IDOT, and INDOT developed a Stakeholder Involvement Plan (SIP) for agency and public involvement for Tier Two of the Illiana Corridor to meet the requirements of CSS, as well as to address the Coordination Plan requirements of 23 USC 139(g) within the context of the NEPA process. Per IDOT and INDOT's CSS procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes property owners, business owners, state and local officials, special interest groups, and motorists who utilize the facility. Early coordination and/or meetings will be conducted with communities within the Study Area as a means of identifying interested parties and stakeholders. A copy of the SIP can be viewed online on the Illiana Corridor website at:

http://www.illianacorridor.org/information_center/library_tier_two.aspx.

IDOT and INDOT have invited stakeholders to participate in project working groups for the Illiana Corridor, consisting of a Project Study Group (PSG) and a bi-state Corridor Planning Group (CPG). In addition to the CPG, a bi-state Transportation Task Force (TTF) will be established to provide external subject-matter expertise during the Tier Two EIS. The project working groups are described in detail in the SIP. These groups will be used to obtain input on Purpose and Need, alternatives, and possible mitigation measures. The Draft EIS (DEIS) review period will be used to obtain input on the selection of the Preferred Alternative. IDOT and INDOT are committed to working with all agencies and stakeholders in the study process to identify issues early and seek consensus on disagreements.

The purpose of the SIP is to provide a guide for implementing stakeholder involvement for the Illiana Corridor. The SIP will be used as a blueprint for defining methods and tools to educate and engage all stakeholders in the decision-making process for this project. The SIP has been designed to ensure that stakeholders are provided a number of opportunities to be informed and engaged as the project progress.

The goal of the SIP is to actively seek the participation of communities, agencies, individual interest groups, and the general public throughout the project development process. The SIP provides the framework for achieving consensus and communicating the decision-making process between the general public, public agencies, and governmental officials to identify transportation solutions for the project.

5.0 Bi-State Interagency Coordination Plan

Resource agency coordination for the Tier Two EIS for the Illiana Corridor will include three components:

1. Scoping, for which the release of this scoping summary marks the completion of the formal scoping process.
2. Environmental resource and regulatory agency concurrence at three points, as per agreements related to the merger of the requirements of NEPA and Section 404 of the Clean Water Act. These concurrence points are: Statement of Purpose and Need; Alternatives for Detailed Study; and Identification of the Preferred Alternative. Written concurrence is not required. FHWA and IDOT will summarize and distribute to all signatory agencies a meeting summary following a concurrence meeting. The signatory agencies will provide comments on the meeting summary within 30 days of receipt. FHWA and IDOT will finalize the meeting summary and redistribute it to the signatory agencies. The finalized meeting summary will serve as to document the decisions on concurrence for the proposed actions discussed at the NEPA/404 concurrence meeting.
3. An interagency field visit to review wetland/waters of the US resources within the Study Area that may be impacted by the project.

IDOT has merged NEPA and Section 404 decision-making with a formal process in which environmental resource agencies participate in joint meetings and indicate their concurrence on Purpose and Need, Alternatives to be Carried Forward for Evaluation in the DEIS, and Preferred Alternative, as well as participating in discussions and informational briefings during the NEPA/Section 404 Merger process. IDOT merger team meetings are normally in February, June, and September although more frequent meetings may occur for high priority projects. INDOT generally accomplishes the same objectives with one-on-one meetings with environmental resource agencies. The IDOT formal merger process is an essential component of the transportation project development process in Illinois. It is essential that environmental resource agencies in Indiana have an opportunity to share their perspectives with Illinois environmental resource agencies, as well as affirm the final decision at each concurrence point. Therefore, IDOT and INDOT propose that Indiana agencies participate in the Illinois merger process, with the tentative schedule as indicated in Table 1.

Table 1. Tier Two NEPA/404 Merger Meetings Tentative Schedule

NEPA/404 Merger Meetings	Date
Scoping Meeting (Concurrent with NEPA/404 Meeting) – Project overview, Tier Two process, environmental resource methodology for Tier Two, context sensitive solutions, public involvement, bi-state environmental coordination.	February 22, 2013
NEPA/404 Briefing – Scoping Document, Purpose and Need outline, evaluation process, range of alternatives identified, public involvement process comments.	March 22, 2013
NEPA/404 Briefing or Concurrence Point #1 – scoping comments, Purpose and Need comments, Concurrence on Purpose and Need, Present initial list of alternatives to study, Grassland Bird Methodology.	April 16, 2013
NEPA/404 Concurrence #2 – Concurrence on alternatives to carry forward for detailed evaluation in the DEIS.	September 2013*
NEPA/404 Concurrence #3 – Concurrence on Preferred Alternative.	February 2014*

*These dates are tentative and may be revised as the project progresses.

6.0 Public Involvement Process

6.1 Public Outreach Meetings

Stakeholder involvement for Illiana Corridor will be an ongoing process from project initiation through completion. In addition to the CPG and TTF meetings described below, various other meetings will be held throughout the project development process to provide outreach opportunities to all stakeholders. Additional meeting opportunities are outlined in the following section.

6.2 Project Study Group

The PSG is the working group consisting of a multidisciplinary team of representatives from FHWA, IDOT, INDOT, and the project consultant team (Parsons Brinckerhoff), and is tasked with determining the ultimate project recommendations and decisions on this project. Per IDOT and INDOT's CSS procedures, IDOT and INDOT have formed the initial interdisciplinary PSG; however, to maintain an optimal multi-disciplinary team, this membership may evolve as the study progresses and the understanding of the project's context is clarified. Also, if recommended by the stakeholders and determined necessary by the PSG, additional project working groups may be formed in the future.

The PSG has primary responsibility for the project development process. This group will meet throughout the study process to provide technical oversight and expertise in key areas including study process, agency procedures and standards, and technical approaches. The PSG also has primary responsibility for ensuring compliance with the SIP.

Other responsibilities of the PSG include the following:

- Expediting the project development process.
- Identifying and resolving project development issues.
- Promoting partnership with stakeholders to address identified project needs.
- Working to develop consensus among stakeholders.

The members of the PSG are listed in Appendix A of the Illiana Corridor SIP.

6.3 Corridor Planning Group

To assist the PSG, a bi-state CPG has been established to assist in the development of the environmental and engineering studies for the Tier Two study. The CPG consists of community leaders (elected officials from each of the communities in the Study Area) and an elected official representative from Will and Kankakee counties, Illinois, and Lake County, Indiana, that are directly affected by the study. The responsibilities of this group include providing input to the study process, and reaching a consensus at key project milestones (e.g., project Purpose and Need, range of alternatives to be advanced for detailed study, and the recommended alternative[s]).

The members of the bi-state CPG are listed in Appendix A of the Illiana Corridor SIP.

6.4 Technical Task Force

In addition to the CPG, a bi-state TTF has been established to provide external subject-matter expertise during the Tier Two EIS. The responsibilities of the TTF are to provide input on the planning and design criteria used during the alternatives development process and to verify that any local, state, and federal standards and requirements are addressed within the Tier Two EIS analysis. The TTF will focus on understanding and resolving more specific technical issues as they arise and report back

to the PSG. These technical issues include: transportation issues (interchange designs, profiles, right-of-way, engineering, transit, freight, local access, traffic, etc.) and land use/environmental issues (air and noise, mitigation, parks, water quality, historic properties, agriculture, economic development, etc.). The TTF members may include CPG members or designated staff and other governmental bodies, transportation agencies, and interested groups. The TTF members will be identified by the PSG, with input from the CPG.

The members of the bi-state TTF are listed in Appendix A of the Illiana Corridor SIP.

6.5 Other Mechanisms for Public Involvement

In addition to the meeting opportunities described in the preceding sections, there will be several other methods for the public to obtain information about the project. Stakeholder involvement activities anticipated to occur in the Tier Two studies, and outlined in the SIP, include:

- Small group meetings
- Speakers bureau
- Project website – www.illianacorridor.org
- Project newsletters and fact sheets
- Public meetings
- Public hearings (DEIS)
- Project mailing list
- Public workshops
- Response to public comments

These other methods also will provide information and opportunity for feedback regarding upcoming public meeting events, project schedule, and general project status updates within the Study Area. Additional information on these other methods can be found in the SIP.

7.0 Notice of Intent to Prepare the Tier Two EIS and Conduct Scoping

In accordance with NEPA, FHWA published a Notice of Intent (NOI) in the Federal Register for Tier Two of the Illiana Corridor. The NOI was published on February 13, 2013. The NOI contained a brief description of the proposed project, provided an approximate date for the scoping meeting along with contacts for further information, and introduced the CSS policy.

8.0 Scoping Events

The following sections summarize the stakeholder coordination activities that have occurred through April 18, 2013. The complete meeting summaries are included in Appendix A of this document.

8.1 One-On-One Stakeholder and Landowner Meetings

Forty-five (45) one-on-one stakeholder meetings were held between January and April 2013 with local officials, local businesses, and local facilities within the Study Area. These meetings were attended and conducted by members of the PSG, including members of IDOT, INDOT, and the project consultant team. Each of the meetings provided a brief history of the Illiana Corridor and an overview of the current Tier Two EIS status, including progress made to date and the next steps.

The meetings provided an opportunity for stakeholders to voice any concerns, preferences, and opinions on the current study. The meetings also allowed the PSG to gather information from the stakeholders, including information on environmental resources, recreational resources, threatened and endangered species, local roadways, local traffic congestion or safety concerns, local opposition to the project, and local development plans. More information can be found in Appendix A.

In addition, five landowner meetings were conducted in February 2013 that included approximately 850 attendees involving over 400 landowners.

During the one-on-one stakeholder and landowner meetings, the following input was received:

- Input on location of interchanges
- Input on keeping roads open – emergency services, school districts, local and county highway departments (maintenance), agriculture, and other local residents; swapping open and closed road locations; and adding locations of roads kept open
- Consider frontage roads or relocated roads
- Need for collaboration with others on land use planning

8.2 Resource Agency Scoping Meeting (Concurrent with NEPA/404 Meeting)

A Resource Agency Scoping Meeting was held on February 22, 2013 at the US Environmental Protection Agency (USEPA) Region 5 office in Chicago, Illinois. Participants in the respective state division offices of the FHWA in Springfield, Illinois, and Indianapolis, Indiana, joined the meeting via video conferencing. The meeting was held as a part of the NEPA/404 Merger Process to introduce Tier Two of the Illiana Corridor to federal and state resource agencies. The meeting also provided an opportunity for upfront agency comments on both the overall study process and any

special resource concerns. The meeting summary and sign-in sheet are included in Appendix A of this document.

The Illiana Corridor Tier Two Scoping Document was distributed to agencies prior to the meeting. For agencies not receiving an advance copy of the Scoping Document, additional copies were included with the Cooperating/Participating Agency invitation letters that were sent out after the meeting, with comments on the document requested by March 15, 2013.

The Scoping meeting agenda included the following discussion points:

- Introductions
- Purpose of meeting
- Environmental Resource Methodology for Tier Two
- Context Sensitive Solutions
- Next steps

Opening remarks regarding the purpose of the meeting were provided, followed by self-introductions of the participants. The meeting was guided by a PowerPoint presentation. In the presentation, an overview of the project, NEPA process for review and concurrence, and schedule were summarized and discussed; the methodologies for assessing environmental impacts were then presented. In reviewing the Scoping Document, it was clarified that comments would be expected on or before March 14, 2013. A review of Corridor B3 was then provided, highlighting key opportunity areas in proximity to the corridor that would be considered in developing an overall plan of mitigation.

Open discussion followed the presentation and the following questions and/or comments were made:

- US Army Corps of Engineers (USACE) inquired about the range of alternatives to be evaluated as part of Tier Two, including discrete roadway alignments, alternate interchange layouts, and stream crossings. IDOT stated that the preliminary engineering is now underway and those alternative design concepts which merit review will be presented in April.
- USACE inquired if the Indiana Bat or other threatened and endangered species field survey results were available, as had been previously requested. IDOT noted that the mussel surveys are complete; however, the report has not been written. IDOT also commented that surveys for the Eastern Prairie Fringed Orchid were conducted, and no species were found. US Fish and Wildlife Service (USFWS) stated further that additional surveys for the Indiana Bat may be needed depending on the sites surveyed by the Illinois Natural History Survey (INHS) in 2012. IDOT stated that the Indiana Bat survey task is complete, although the report has not been finalized for distribution. No bats were identified during the INHS surveys.
- With regard to wetlands, IDOT indicated that GIS shapefiles of wetland surveys can be provided at this time; however, the data excludes farmed wetlands, large wetland

areas and Waters of the US. Discussion followed regarding the importance of the floristic quality assessment (FQA) data relative to the Eastern Prairie Fringed Orchid.

- USACE stated that the April timeframe is optimistic to review the wetland data, and sufficient time will be needed in coordinating with the Indiana Department of Environmental Management (IDEM). Reports should be sent in advance for their review, which would be followed by a field review and verification.
- US Department of Agriculture (USDA), US Forest Service (USFS) Midewin National Tallgrass Prairie inquired if protocols, including post-construction monitoring of resources will be established for project construction. IDOT responded that such protocols could be included in the EIS (in the form of commitments), and/or developed through coordination with regulatory agencies and other stakeholders.
- Following a review of the green infrastructure and context sensitive design opportunities, USFWS inquired about the availability of design guidelines, and whether the location of the built examples of bifurcated lanes and bridges over streams shown in the presentation could be provided. It was indicated that these will be compiled and forwarded to the attendees.

8.3 CPG/TTF Meeting No. 1

The first CPG/TTF meeting for Tier Two was held on March 14, 2013 at the Will County Atrium in Peotone, Illinois. The meeting included a PowerPoint presentation, and was used to recap the Tier One process and explain the anticipated steps in Tier Two (Purpose and Need, alternatives, landowner outreach, CSS, and next steps).

An email invitation was sent on March 4, 2013 to announce the event. The meeting was attended by 63 participants, 59 of which are members of the CPG, or TTF, as well as the study team and four observers.

During the meeting representatives from local communities and agencies provided comments and/or questions on the development of the Illiana Corridor. Among the topics covered were the following (answers provided by IDOT are in parentheses):

- The estimated overall cost (\$1.3 billion for public private partnership (P3) "Design-Build")
- The change of zoning for partially-acquired properties (County and/or township [not IDOT/INDOT] will give variance, which is part of the land acquisition process.)
- Numbers used in calculating current congestion to justify Corridor B3 (Numbers are available for the 950 square mile Study Area and are available online on the project website.)
- Next steps in the property study (Environmental surveys, archeological surveys, geotech surveys, how to notify land trustees, ground surveys, and appraisals)
- Interchange assessments/road closures (Analyze overall costs and delays, cost of utilities, impact to stakeholders, response time calculations, and opportunities to change access according to future planning)

- Which stakeholders have provided input (to narrow the alternatives) thus far in the process? (There were 40 meetings with all of the townships affected and approximately 850 landowners. IDOT/INDOT are still in the process of reaching out and a final alternative has not been determined, so there is still time for input.)
- Land use plans/projections and road closures; specifically Egyptian Trail, which is a gravel road. Who pays for upgrade? (IDOT/INDOT are not planning land-use for municipalities; opening/closing of roads and interchanges are based on the 40-year projected land-use plans. IDOT/INDOT bases upgrades/roads/interchanges on these projections, not vice-versa. It is done on a case-by-case basis.)
- Landowner 24-hour notification process/conflicts (Surveyors will work with landowners on this process, which has worked very well thus far.)
- Opportunities for jurisdictions to get funding for land use (IDOT/INDOT has not identified that yet; will provide possible funding sources.)
- Will there be help with local municipalities' land use planning and/or planning workshops? (Land-use planning is not the role of IDOT/INDOT, but they will offer their contractor's (Parsons Brinckerhoff) assistance in helping with land use planning. They will meet with communities on future land use planning and use that for input into the corridor-wide plan. IDOT/INDOT is not driving land use; rather they are helping locally as needed. Northwestern Indiana Regional Planning Commission (NIRPC) and Chicago Metropolitan Agency for Planning (CMAP) also play a big role in land use planning.)
- Request for proposal (RFP) release (The RFP will coincide with Tier Two ROD.)
- Dates and locations of first public meetings (April 16 in Indiana, April 18 in Illinois, 5- 8 pm, locations TBD)
- Calculations of people/stakeholders not in favor (Those calculations are available online and a "No-Action" option still remains an alternative. Either way, now is the time to resolve/discuss issues.)

Representatives from the study team were able to provide responses to each question/concern voiced and differentiated between policies within Illinois and Indiana, where applicable. When the presentation and question and answer period concluded, attendees were able to view printed and digital maps at four separate stations and ask specific questions from project team and IDOT/INDOT representatives.

8.4 Public Meeting No. 1 – Illinois

The first Illinois public meeting for the Illiana Corridor was held on Tuesday, April 16, 2013 at the Peotone High School, 605 W North Street in Peotone, Illinois. The meeting was an open house format with a continuous PowerPoint presentation, question and answer forum, exhibit boards for review, and large scale maps of the Study Area to which meeting attendees provided comments, suggestions, issues, and concerns.

The meeting was attended by 294 people, including representatives from the following media outlets:

- Will County News

- Illinois Agri News
- Free Press Newspapers
- WVLI Radio
- The Daily Journal
- WPAL TV
- Farmers Weekly Review
- Chicago Tribune:
- SunTimes Media
- Corner Stone Media
- Herald News
- The Daily Journal

In addition, elected officials and other representatives from the following federal, state, and local government agencies and non-governmental organizations (NGOs) were in attendance:

- Congressman Kinzinger Office
- Will County State's Attorney's Office
- Peotone Township
- Village of Crete
- Village of Peotone
- Will County
- Wilmington City Council
- Will Township
- Wilmington Township
- City of Wilmington
- Village of University Park
- Illinois Tollway
- Great Lakes Regional Organizing Committee
- Chicago Labor-Management Cooperation Committee
- Openlands
- Lamping Farm, LLC
- Good Shepherd Lutheran Church
- Laborers International Union of North America
- LMCC - Laborers' District Council of Chicago and Vicinity
- Midwest Truckers Association
- Midewin
- Manhattan Fire Department
- Wilton Township Highway Commissioners
- Shoreline Aggregate
- Economic Alliance Kankakee County
- New Lenox Area Historical Society
- USDA Natural Resources Conservation Service (NRCS)
- Move-On.Org
- The Will-South Cook Soil and Water Conservation District
- League of Illinois Bicyclists

- FHWA
- Wilmington Fire Protection District
- Wilmington Planning and Zoning
- Shut This Airport Nightmare Down (STAND)
- Crete Township Planning Commission
- Various engineering and construction companies

Forty-six (46) written comment forms were received at the meeting. These comments covered a variety of topics, with the most predominant themes including:

- No-Action Alternative
- Support of project
- Emergency service (EMS) route concerns
- Overpass suggestions and concerns
- Preference for the Illiana Corridor to be located further south than Corridor B3
- Funding

Additional comment topics included funding questions, details regarding how to minimize noise pollution, further planning details of proposed route, animal habitat and migration effects, and additional alternative suggestions.

8.5 Public Meeting No. 1 – Indiana

The first Indiana public meeting for the Illiana Corridor was held on Thursday, April 18, 2013 at Lowell Middle School, 19250 Cline Avenue in Lowell, Indiana. Similar to the first Illinois public meeting, the Indiana meeting was an open house format with a continuous PowerPoint presentation, question and answer forum, exhibit boards for review, and large scale maps of the Study Area to which meeting attendees provided comments, suggestions, issues, and concerns.

The meeting was attended by 384 people, including representatives from the following media outlets:

- Radio One Communications
- Lowell Tribune
- Post Tribune
- Northwest Indiana Times
- WBEZ
- Lakeshore Public Television

In addition, elected officials and other representatives from the following federal, state, and local government agencies and NGOs were in attendance:

- McColly Real Estate
- Gardens on the Prairie
- Lake County Farm Bureau
- Beam, Longest, & Neff, LLC, Consulting Engineers & Land Surveyors

- Professional Pilots, Inc.
- Bryant Farm, Inc.
- Hutchinson Engineering, Inc.
- Dunelands Sierra Club
- Short Elliot Hendrickson, Inc.
- Indiana University Northwest
- Walsh Construction
- FHWA
- Indiana, Illinois, Iowa Foundation for Fair Contracting (III FFC)
- URS
- NIRPC
- Lake Delcarlia Real Estate
- Sever Storey
- Kankakee County Planning Department

Eighteen (18) written comment forms were received at the meeting. These comments covered a variety of topics, with the most predominant themes including:

- No-Action Alternative
- Flooding concerns
- EMS route concerns
- Overpass suggestions and concerns
- Preference for the Illiana Corridor to be located further south than Corridor B3
- Alternative
- Funding

Additional comment topics included drinking water concerns, noise pollution, school bus routes, Indiana taxes in regards to EMS, and Peotone Airport opposition.

8.6 Federal and State Agency Scoping and Participating/Cooperating Agency Written Responses

Federal and State agencies, including representatives at the scoping meeting, were asked in letters dated February 2013 to provide a response letter to accept the invitation to be a cooperating or participating agency, as well as to provide scoping comments, in particular related to what they see as important environmental issues, alternatives to consider, and the components of the bi-state agency coordination plan. These letters are contained in Appendix B of this document. Five agencies offered scoping comments. The letters received from state and federal agencies and their key points are presented in the following sections. Responses to specific scoping comments made by the USACE, USFS Midewin National Tallgrass Prairie, IDEM, and the Indiana DNR also are presented.

8.6.1 US Army Corps of Engineers, Chicago District

In a letter dated March 11, 2013, the USACE agreed to serve as a Cooperating and Participating Agency. In another letter dated April 22, 2013, the agency provided

written concurrence to the project Purpose and Need. In addition, in a letter dated March 14, 2013, the agency had the following scoping comments:

- Comment: Consider multiple IL-53 alternatives near Midewin National Tallgrass Prairie due to potential impacts to the Historic Route 66 and social and ecological resources at Midewin National Tallgrass Prairie.

Response: Several IL-53 alternatives will be considered near Midewin National Tallgrass Prairie and the analysis will address impacts to the noted resources.

- Comment: Consider high quality natural resources in Cedar Lake Area and potential threatened and endangered (T&E) species impacts.

Response: High quality natural resources in the Cedar Lake Area and potential T&E species are being considered in the impacts analysis.

- Comment: Identify and prioritize mitigation options for permanent fill placed in jurisdictional Waters of the US (WOUS).

Response: Mitigation options for permanent fill placed in jurisdictional WOUS are being identified.

- Comment: Provide additional details on alternatives to be considered.

Response: Additional details on alternatives to be considered will be provided during the NEPA/404 process.

- Comment: Ensure study is in concurrence with Memorandum of Understanding (MOU) among FHWA, Illinois State Historic Preservation Officer (SHPO), IDOT, and Federally Recognized Tribes Interested in Illinois Lands Regarding Tribal Consultation requirements for the Illinois Federal Transportation, ratified August 31, 2011.

Response: The Study process will be implemented in concurrence with the established MOU among FHWA, Illinois SHPO, IDOT, and Federally Recognized Tribes Interested in Illinois Lands Regarding Tribal Consultation requirements for the Illinois Federal Transportation, as approved August 31, 2011.

- Comment: Study should include the development of a post-construction Best Management Practice (BMP) concept plan.

Response: A post-construction BMP concept plan is being developed.

8.6.2 US Department of Agriculture, Midewin National Tallgrass Prairie

In a letter dated April 10, 2013, the USDA, USFS Midewin National Tallgrass Prairie agreed to serve as a Cooperating and Participating Agency. In another letter dated March 18, 2013, the agency made the following scoping comments:

- Comment: Emphasized significance of IL-53 alternatives near Midewin National Tallgrass Prairie due to:

- Impacts to social and ecological resources at Midewin National Tallgrass Prairie
- Economic and social impacts to local Elwood and Wilmington communities
- Potential impacts to historic Route 66

Response: Several IL-53 interchange alternatives are being considered and the analysis will address impacts to the noted resources.

8.6.3 US Department of the Interior, Fish and Wildlife Service

In a letter dated March 14, 2013, the US Department of the Interior, USFWS agreed to serve as a Cooperating and Participating Agency. The agency made no written scoping comments.

8.6.4 US Environmental Protection Agency

In a letter dated March 15, 2013, the USEPA agreed to serve as a Cooperating and Participating Agency. In another letter dated April 30, 2013, the agency provided written concurrence on the project Purpose and Need with the following considerations:

1. Connectivity of human and natural environmental habitats along and across the corridor to minimize fragmentation;
2. Significant efforts to protect and improve the water resources within and possibly beyond the project planning area;
3. Native plantings and creation of natural habitats including wildlife crossings;
4. Retention/creation of open space (prairie or forest) for noise reduction/mitigation and air quality benefits;
5. Stormwater runoff management; pretreatment, and retention for this project;
6. Pedestrian and bicycle facilities; and
7. Project provided funding and coordination for project related land use planning by the area communities, counties, and metropolitan planning organizations.

8.6.5 USDOT, Federal Railroad Administration

In a letter dated April 30, 2013, the USDOT, Federal Railroad Administration agreed to serve as a Participating Agency. The agency made no written scoping comments.

8.6.6 Illinois Department of Agriculture, Bureau of Land and Water Resources

In an email dated March 21, 2013, the Illinois Department of Agriculture, Bureau of Land and Water Resources agreed to serve as a Participating Agency. The agency made no written scoping comments.

8.6.7 Illinois Department of Natural Resources

In a letter dated March 15, 2013, the Illinois DNR agreed to serve as a Cooperating Agency. The agency made no written scoping comments.

8.6.8 Illinois Historic Preservation Agency

In a response dated March 11, 2013, the Illinois Historic Preservation Agency agreed to participate. The agency made no written scoping comments.

8.6.9 Indiana Department of Environmental Management

IDEM did not respond to the invitation to become a Cooperating and Participating Agency. In an email dated April 11, 2013, the agency provided written concurrence to the project Purpose and Need. In a letter dated March 12, 2013, the agency made the following scoping comments:

- Wetland Evaluation Comments:
 - Comment: All wetlands, including open water and farmed wetlands as well as those wetlands which may be isolated, shall be delineated in accordance with the Army Corps of Engineers 1987 Wetland Delineation Manual and the applicable Regional Supplement. Any wetland that extends beyond the proposed study corridor should be delineated to show the entire boundary of the wetland.
 - *Response: Wetland delineations, per the 1987 USCOE Wetland Delineation Manual, have been completed for the 2000-foot wide project corridor and additional interchange areas in the State of Indiana. The width of the actual highway alignment will vary, but average 400-600 feet in width and will be contained within the 2000-foot project corridor. Therefore, wetlands extending outside the current project footprint but within the 2,000-foot limits of Corridor B3 have been delineated.*
 - Comment: Isolated wetlands identified within the corridor should be evaluated in accordance with the definitions found in Code 13-111-2-25.8 with a justification for the classification of the isolated wetlands. The identification and classification of isolated wetlands will be unnecessary if you submit a Pre-Jurisdictional Determination which assumes all wetlands within the corridor are within the jurisdiction of the Army Corps of Engineers.
 - *Response: We concur with this expectation.*
 - Comment: Provide a description for each wetland with a summary opinion on the quality of the wetland and the basis for that opinion. The description of the wetland should include, species diversity, position of the wetland within the landscape, hydrologic function of the wetland, habitat functions provided by the wetland, and estimate of percent cover of invasive or nonnative species. A Floristic Quality Assessment should capture much of this information.
 - *Response: We concur with this expectation. A Floristic Quality Assessment has been completed for each wetland enabling this expectation to be met.*

- Comment: Once the wetland delineation report is complete, it should be submitted to the Army Corps of Engineers (COE) – Chicago District and IDEM concurrently. Multi agency field visits should be scheduled with the COE, IDEM, Indiana Department of Natural Resources (IDNR), U.S. Environmental Protection Agency (USEPA), and the U.S. Fish and Wildlife Service (USFWS) to verify the wetland delineation and view the quality of the wetlands. IDEM prefers an early growing season site visit.
 - *Response: Wetland field work for additional study areas (interchanges and additional areas added this year) was delayed due to delays in the start of the 2013 growing season. Colder than normal weather delayed the growing season when delineations could occur. Wetland delineations in Indiana require a Floristic Quality Index Assessment which requires an assessment of live plants during the growing season. The wetland delineations in Indiana are now complete and the Wetland Delineation and Waters of the US Report is being compiled. Coordination will occur for the requested field visit.*
 - Stream Evaluation Comments
 - Comment: You must complete the following assessments to ensure there will be no degradation of water quality, detrimental impacts to plant and animal life, and that existing beneficial uses will be maintained:
 - *Response: Please see responses below.*
 - 1) Comment: Stream Assessments
 - a. Stream habitat assessments using QHEI and HHEI
 - b. Fish surveys to assess species diversity to determine if any State or Federally listed rare, threatened, or endangered species are present
 - c. Mussel surveys to assess species diversity to determine if any State or Federally listed rare, threatened, or endangered species are present
 - d. Macroinvertebrate surveys to help determine overall water quality and level of stream habitat
 - *Response: As discussed at a meeting on June 22, 2012, aquatic resource surveys including stream habitat, fish, mussels, and macroinvertebrates were scheduled to be completed for the 6 named streams within the project corridor. The six named streams include West Creek, McConnell Ditch, Cedar Creek, Spring Run, Griesel Ditch, and Bryant Ditch. Four of the streams were sampled in Fall 2012. Two of the streams (i.e., Griesel Ditch and Bryant Ditch) were dry at the time of sampling and are scheduled to be sampled in 2013. As requested, the streams that were visited in Fall 2012 will be "spot checked" in 2013, as necessary.*
- Water quality sampling was completed in Fall 2012 and Spring 2013. Pending review of the results, a third sampling session may be completed in Summer 2013.*

As requested, we also completed pond evaluations for lakes and ponds identified during the waters delineations. Pond evaluation protocol was coordinated with IDEM prior to completing the fieldwork.

- 2) Comment: Riparian Corridor Assessment
 - a. Mean width of riparian corridor in the proposed alternatives
 - b. Density of trees within the riparian corridor
 - c. Tree species inventory
 - d. Wetlands, waterways, or other drainage features within the riparian corridor
 - e. Identification of suitable Indiana bat habitat within the riparian corridor. Additionally, it should be noted whether or not the area has been surveyed for the Indiana bat

- *Response: The approximate width of the riparian corridor in the proposed alternatives will be noted. The Consultant Team is also proposing to conduct a sub-sample plot tree study within the project corridor. Using this approach, tree data would be collected from representative 50 feet by 50 feet sample plots at each wooded riparian corridor in Indiana (adjustments to plot size may need to be made depending on the width of the riparian corridor, if less than 50 feet wide). Information would be extrapolated to estimate tree density and describe tree species for wooded riparian areas.*

Wetlands and un-vegetated waters of the U.S. were delineated in accordance with USACE methodology.

Indiana bat surveys were coordinated with USFWS, Bloomington Indiana Field Office.

- 3) Comment: These assessment methods should be conducted in accordance with methods used by the IDEM Assessment Branch, IDNR, and USFWS.
- *Response: The methodology used for the stream habitat assessments, fish surveys, mussel surveys, and macroinvertebrate surveys was based on coordination with IDEM Assessment Branch and IDNR staff and their protocol. Prior to completing the fieldwork, the methodology was also discussed with IDEM and IDNR at a meeting on June 22, 2012. Indiana bat surveys have been performed and coordinated with USFWS.*
- 4) Comment: IDEM recommends you design a protocol to evaluate the stability of the stream banks upstream and downstream from any proposed crossing. At a minimum, you should assess 500 linear feet upstream and downstream from any bridge or culvert crossing. If an on-and-off ramp system is located within close proximity to a stream, the length of upstream and downstream assessment should be extended to 1,000 linear feet. During this assessment, you should identify problem areas and recommend appropriate measures to stabilize stream banks that will be impacted by the increased runoff.

- *Response: This level of information is not typically collected during Phase I studies, and is not proposed at this time. However, the recommendation will be conveyed to the design engineers for consideration in Phase II during detailed design and permitting.*

The purpose of the Phase I study is to determine a project footprint and develop preliminary engineering. Efforts to avoid and minimize impacts to wetlands and aquatic resources have been undertaken during this process. As part of the Phase I study, we are also identifying water quality/quantity BMP opportunity areas along the project corridor. The quality of existing resources will be taken into consideration as part of this evaluation. At all major stream crossings, Hydraulic Studies will extend upstream and downstream per IDNR Construction in a Floodway permit requirements. The need and size of detention storage facilities will be determined for new impervious surfaces in order to match existing release rates and minimize downstream impacts.

- 5) Comment: Compensatory mitigation for stream impacts shall be provided at a 1:1 ratio as measured by linear feet. The INDOT I-70/Six Points Road stream mitigation is the standard for this project.

All stream mitigation should be located within the same 8-digit watershed and should be directed towards sites that will improve water quality to any state impaired waterbody. If Section 319 watershed studies have been conducted within the watersheds, please contact the local sponsor of the study to identify areas that will most benefit water quality.

- *Response: Noted. Mitigation strategies and potential options for stream mitigation will be considered in Phase I. Stream mitigation site selection will be evaluated further and coordinated with the appropriate resource agencies during Section 404/401 permitting and detailed design.*
- 6) Comment: Riparian corridor mitigation shall be provided to compensate for loss and functions of riparian corridors. All riparian corridor mitigation should be a minimum of 50 feet wide on each side of the stream.
- *Response: Noted. Mitigation strategies and potential options for riparian mitigation will be considered in Phase I. Riparian mitigation will be evaluated further and coordinated with the appropriate resource agencies during Section 404/401 permitting and detailed design, as necessary.*
- 7) Comment: Before mitigation is proposed, the Section 401 Water Quality Certification review process requires avoidance and minimization. The completion of the Tier 2 process does not meet the requirements of avoidance and minimization. When choosing the preferred alternative

route for this project, you should avoid converting ephemeral, intermittent and perennial streams into roadside ditches. To avoid this circumstance, all streams should be crossed in a perpendicular manner. If you propose to convert streams into roadside ditches you need to provide a sufficient justification. Referencing Department of Transportation design standards is not a sufficient justification for these impacts! If you propose to convert streams to road side ditches, the back slope of the roadside ditch should be planted with native trees, shrubs, and herbaceous species. All culverts are to be embedded into the stream channel and installed in a manner that will not cause erosion at the outlet or direct stream flow against the stream bank. You must ensure all riprap discharged below the ordinary high water mark is embedded and the top of the riprap is not higher than the stream bed and bank elevations. Do not use double culverts for crossings and avoid crossing streams on meanders.

- *Response: Noted. We plan on further coordination to discuss and address your indicated expectations.*
- 8) Comment: For wetlands, you must select and design the preferred alternative to avoid and minimize wetland impacts to the greatest extent practical. There are several locations where the corridor must cross several extensive wetland systems. The alternative should be designed to cross the narrowest portion of a wetland and where possible to the lowest quality portion of the wetland. The alternative should be designed to avoid cutting of the contributing watershed to a wetland or increasing surface flow into the wetland. Stormwater should be treated by detention systems located in uplands before discharges into wetlands. Road side ditches should not be located within wetlands. If hydrologically connected wetlands are located on both sides of the road then equalization pipes must be installed to maintain the connectivity. If culvert pipes equalization pipes are installed in a wetland then they should be sized large enough that they will not channelize flow through the wetland (boxes not pipes).
- *Response: Noted.*
- 9) Comment: In regards to context design concepts, IDEM prefers you select the least environmentally damaging design for interchanges and bridge crossings. This typically means the narrowest footprint for interchanges that still meets the safety and transportation requirements. During the February 22, 2013, meeting slides were presented on proposed corridor crossings on streams. IDEM prefers the standard alignment stream crossing design because it has the narrowest footprint. The proposed meander alignment typically results in the bridge piers being installed at an angle which will direct flow in a manner that will scour out the channel and banks.

- *Response: Noted.*

8.6.10 Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology

The Indiana SHPO did not respond to the invitation to become a Cooperating and Participating Agency. In a letter dated April 3, 2013, the agency provided written concurrence to the project Purpose and Need. In another letter dated April 3, 2013, the agency had the following scoping comments:

- Comment: Study could have effects on historical and archaeological properties in Lake County, Indiana, and in Kankakee and Will counties, Illinois.

Response: Potential effects on historical and archaeological properties in Lake County, Indiana, and in Kankakee and Will counties, Illinois are being coordinated with the Indiana and Illinois SHPOs.

- Comment: Other prospective Indiana consulting parties may not have a detailed understanding of the Section 106 process or what their role is in the process.

Response: The Consulting Parties will be engaged during the Section 106 process with several meetings to obtain their comments on the project.

- Comment: Suggest additional information about the steps and timetable of the Section 106 process be provided as soon as possible to those parties who accept the invitation to participate in this consultation.

Response: Additional information about the steps and timetable of the Section 106 process will be provided in mid-June to those parties who accepted the invitation to participate in this consultation.

- Comment: Suggest the door be left open to parties who have not accepted invitation to participate and to other parties not already yet identified that demonstrate a legitimate interest in the project.

Response: The process will remain public through both NEPA and Section 106 processes.

8.6.11 Indiana Department of Natural Resources, Division of Ecosystems and Environment

The Indiana DNR, Division of Ecosystems and Environment did not respond to the invitation to become a Cooperating and Participating Agency. In an email dated April 29, 2013, the agency provided written concurrence to the project Purpose and Need. The agency made no written scoping comments.

8.6.12 Indiana Department of Natural Resources, Division of Fish & Wildlife

In a letter dated April 17, 2013, the Indiana DNR, Division of Fish & Wildlife provided written concurrence to the project Purpose and Need. The agency made no written scoping comments.

8.6.13 Tribal Governments

Tribal governments were identified as having a potential interest in the project. Letters of invitation to become a Participating Agency were sent to representatives of 18 tribal governments. One response was received from the Miami Tribe of Oklahoma, and they agreed to participate in the project.

8.7 Local Government Scoping and Participating/Cooperating Agency Written Responses

Municipal, county, and other local government bodies were asked in letters dated February 2013 to provide a response letter to accept the invitation to be a Cooperating or Participating agency, as well as to provide scoping comments, in particular related to what they see as important environmental issues, alternatives to consider, and the components of the bi-state agency coordination plan. These letters also are contained in Appendix B of this document.

The following local governmental bodies agreed to be Participating agencies:

- Chicago Metropolitan Agency for Planning
- IDOT Division of Aeronautics
- Illinois State Toll Highway Authority
- Kankakee Area Transportation Study
- Kankakee County Board
- Manteno Township
- Metra
- Pace Suburban Bus
- Village of Beecher
- Village of Coal City
- Village of Crete
- Village of Elwood
- Village of Grant Park
- Village of Manhattan
- Village of Manteno
- Village of Peotone
- Will County Board
- Will Township
- Wilton Township
- Cedar Creek Township
- Eagle Creek Township

- Town of Cedar Lake
- Town of Schneider
- West Creek Township
- Florence Township
- Town of Lowell

Village of Diamond declined to participate.

The following local governmental bodies provided comments on scoping and project Purpose and Need.

8.7.1 Chicago Metropolitan Agency for Planning

In a letter dated April 10, 2013, CMAP provided the following comments on the project Purpose and Need:

- Comment: Demographic forecasts used for Study are inconsistent with the region's GO TO 2040 Plan.

Response: Coordination with CMAP on demographic forecasts since June 2011. CMAP approved the Illiana Corridor market-based forecast methodology. At the February 14, 2013 coordination meeting, CMAP and IDOT agreed that what was needed was to understand the differences between the CMAP GO TO 2040 forecasts and the Illiana Corridor forecasts, and that the Illiana Corridor did not have to use the CMAP forecasts.

- Comment: Purpose and Need Statement suggests the northern portion of the South Sub-Region, including I-80, is fully developed with limited infill opportunities is inconsistent with CMAP analysis.

Response: The northern portion of the South Sub-Region that includes I-80 is developing and is expected to reach holding capacity before 2040.

- Comment: Provide CMAP an opportunity to review the "committed projects and those financially constrained major transportation projects" to ensure they are consistent with the regional transportation planning process.

Response: Committed projects originally presented at August 11, 2011 CPG meeting (CMAP is a member of CPG), and is included in Transportation System Performance Report, Alternatives to be Carried Forward Technical Memorandum, the Tier One DEIS and FEIS. At the March 15, 2013 coordination meeting, CMAP said that wanted to digest the information and will get back to IDOT.

- Comment: Agree there is a strong case for addressing growth in long distance trucks. Encourage the study more thoroughly examine current and forecasted freight traffic based on GO TO 2040 forecasts to determine if corridor should be focusing on improving freight movement.

Response: The Illiana Corridor study put considerable effort into modeling freight movement by truck, including development of a national truck model and a new regional truck model. CMAP has praised the study for this effort. Again, going back to the first

CMAP comment, it was agreed that the project would not have to use the CMAP GO TO 2040 forecasts.

8.7.2 Metra

In a letter dated April 10, 2013, Metra provided the following scoping comment:

- Comment: Requested that the Tier Two EIS analysis considers access to current and proposed future Metra stations, so that access from the highway network is as direct as possible. For example, connections to Metra's system should be considered in the location and design of Illiana interchanges.

8.7.3 Midewin Tallgrass Prairie Alliance

In a letter dated April 9, 2013, Midewin Tallgrass Prairie Alliance provided the following comments on the project Purpose and Need:

- Comment: Concern that Corridor B3 will do little to address or mitigate intermodal freight and truck traffic associated with the two, large CenterPoint Intermodal facilities and associated nearby warehouses.

Response: The CenterPoint Intermodal facilities are located in the northwestern portion of the Study Area. As shown in the Tier One EIS, Corridor B3 improves South Sub-Region vehicle hours traveled (VHT), as well Study Area VHT and vehicle miles traveled (VMT) on arterials in the Study Area, resulting in travel benefits to the CenterPoint intermodal facilities.

- Comment: Concern that Corridor B3 will not alleviate local congestion and will not improve local system mobility at the west end of the Study Area.

Response: The Tier One EIS demonstrated that Corridor B3 improved local system congestion and mobility, including reductions in Study Area congested VMT and VHT on Study Area arterials. In the western portion of the Study Area, there are projected increases in daily traffic of approximately 3,400 on IL-53 through Midewin National Tallgrass Prairie (assuming an interchange at IL-53 and a tolled scenario), there are also projected decreases in daily traffic of approximately 2,800 on South Arsenal Road and 3,600 on Peotone Road, as well as other decreases in traffic on other east-west streets in the western portion of the Study Area.

- Comment: Potential impacts on existing peripheral highways need to be determined and plans for mitigation made before the Illiana Corridor is allowed to move forward.

Response: Not a specific Purpose and Need comment. However, the Tier Two EIS will address potential environmental impacts for sensitive areas on peripheral highways, such as IL-53 through Midewin National Tallgrass Prairie.

8.7.4 Joint Comments

In a letter dated April 15, 2013, a group of agencies submitted joint comments on the project Purpose and Need (CNT, ELPC, Midewin Tallgrass Alliance, Openlands, Sierra Club IL Chapter, The Nature Conservancy, The Wetlands Initiative, Prairie Rivers Network, Illinois Audubon Society, and Midewin Heritage Association):

- Comment: Our organizations call on the agencies to reopen the Tier One study process to evaluate alternatives that respond to real, existing transportation needs with solution that are far less speculative and costly than the agencies' proposed multi-billion-dollar tollway in Corridor B3.

Response: A comprehensive planning process was performed in Tier One that defined the Purpose and Need and identified and evaluated a wide range of alternatives with significant public outreach. Tier One was completed with a ROD signed on January 17, 2013.

- Comment: The agencies market-based forecast for 2040 reflect outdated assumptions of business as usual -- that historic trends of suburban sprawl (in some areas) will continue all around the Illiana Corridor Study Area despite the Metropolitan Planning Organization's (MPO's) ongoing implementation of policies that will discourage such development.

Response: As documented in the Tier One EIS, the market-based forecasts are based on a number of factors, including historic trends, Woods & Poole economic forecasts, land available for development, population holding capacity, local land use plans, and demographic factors, such as household size and migration.

- Comment: The agencies' unreasonable rejection of the MPO forecasts illegitimately usurps the role of regional planning from the MPOs.

Response: IDOT and INDOT have coordinated with both CMAP and NIRPC on the forecasts. CMAP approved the Illiana Corridor forecast methodology. At the February 14, 2013 coordination meeting, CMAP and IDOT agreed that what was needed was to understand the differences between the CMAP GO TO 2040 forecasts and the Illiana Corridor forecasts, and that the Illiana Corridor did not have to use the CMAP forecasts.

- Comment: For the Indiana portion of the Study Area, NIRPC had forecast a population growth of 19.8 percent and employment growth of 27.9 percent by 2040. The agencies' analysis is based on 176 percent population growth and 225 percent employment growth.

Response: The correct figures are NIRPC expects 32 percent growth in population (an increase of 24,000 persons) for the Study Area and the Illiana Corridor expects 66 percent growth (an increase of 50,000 persons). For employment, NIRPC expects 9 percent growth in employment (an increase of 2,000 jobs), and the Illiana Corridor expects 55 percent growth (an increase of 29,000 jobs).

- Comment: The determination that the Illiana Corridor Study Area is now ready for take-off is problematic, because it relies on the construction of the Illiana Corridor

itself. This over-statement of expected population and employment growth infects the Purpose and Need as existing and future travel demand in the region is driven by growth in population, employment, and commuter traffic, and needs to increase regional mobility and alleviate local system congestion.

Response: The Illiana 2040 No Build forecasts assume that the Illiana Corridor is not built.

- Comment: The Purpose and Need must include a discussion of the MPO's 2040 population and employment forecasts, and any transportation needs associated with them. The agencies have not coordinated their forecast with those of the MPO forecasts.

Response: As stated in the Purpose and Need, IDOT and INDOT have coordinated with the MPOs on the forecasts. CMAP approved the Illiana Corridor forecast methodology. At the February 14, 2013 coordination meeting, CMAP and IDOT agreed that what was needed was to understand the differences between the CMAP GO TO 2040 forecasts and the Illiana Corridor forecasts, and that the Illiana Corridor did not have to use the CMAP forecasts.

- Comment: Request IDOT and INDOT to drop consideration of Corridor B3, and instead consider how local transportation alternatives might better resolve potential traffic congestion, and evaluate alternatives that improve our existing network of roads and invest in more sustainable and livable transportation solutions for our region.

Response: A comprehensive planning process was performed in Tier One that defined the Purpose and Need and identified and evaluated a wide range of alternatives with significant public outreach. Tier One was completed with a ROD signed on January 17, 2013.

8.8 Section 106 Consulting Parties

Consistent with the process outlined in the Section 106 of the National Historic Preservation Act of 1966 implementing regulations, FHWA, in cooperation with IDOT and INDOT, identified organizations with an interest in Illinois and Indiana cultural resources in the project vicinity and invited them to participate as consulting parties. They will provide input on key decision points in the Section 106 process. The response letters are contained in Appendix B of this document.

The following organizations agreed to be a Section 106 Consulting Party:

- Miami Tribe of Oklahoma
- Cedar Lake Historical Association
- Chicago Metropolitan Agency for Planning
- City of Joliet
- Forest Preserve District of Will County
- Illinois Historic Preservation Agency
- Manteno Township
- Midewin Heritage Association
- Sumner Township

- Village of Elwood
- Village of Manhattan
- Will County Board
- Will County Historic Preservation Commission
- Will County Historical Society
- Will Township
- Wilmington Area Historical Society
- Cedar Creek Township
- Eagle Creek Township
- Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology
- Indiana Landmarks
- Lake County Historical Society and Museum
- Lake County Parks
- Northwest Indiana Regional Development Authority
- Three Creeks Historical Association
- Florence Township
- Illinois Route 66
- Kankakee County Historic Preservation Commission
- Town of Lowell
- Will County Land Use Department

The following organizations declined to be a Section 106 Consulting Party:

- Manhattan Township Historical Society
- Village of Braceville
- Village of Diamond
- Indiana Historical Bureau

9.0 Conclusion/Key Transportation Issues Raised by Stakeholders

IDOT and INDOT have used the early and often scoping process described in this document to coordinate with project stakeholders, including the general public, NGOs, environmental resource and regulatory agencies, and elected officials and other representatives of federal, state, and local government agencies, to determine the scope of issues to be addressed and to identify significant issues for the Illiana Corridor. The following sections list the findings of scoping as it relates to:

- Purpose and Need
- Environmental impact issues
- Alternatives
- Bi-state coordination

9.1 Purpose and Need

The following key issues with respect to the Purpose and Need for the Tier Two study were identified during the scoping process:

- The Purpose and Need statement should be developed in a manner that maintains consistency with the existing and future land use plans adopted by the communities in the region.
- The Purpose and Need statement should specify what criteria (quantifiable when possible) will be used to screen alternatives to be analyzed in the Tier Two DEIS.
- The need to optimize vehicular and pedestrian safety in the region.
- The need to provide a transportation facility that will support and enhance other major existing and planned future infrastructure projects.

9.2 Environmental Impact Issues

The following general environmental impact issues of concern for the Tier Two study were identified during the scoping process:

- Minimize and mitigate community and environmental impacts, in particular avoiding unnecessary negative impacts to environmentally and culturally sensitive areas and choosing a sustainable project that improves lives in the region (e.g., improving travel time and air quality).
- Development of the Illiana Corridor in a manner that maintains consistency with the existing and future land use plans adopted by the communities in the region, as well as provides a mechanism for early acquisition of property within the proposed right of way. .
- Improve environment and community assets as opportunities arise.

The following specific environmental impact issues of concern were identified:

- Impacts to farmland and loss of agricultural land/production
- Impacts to threatened and endangered species including habitat destruction
- Fragmentation of open spaces and wildlife passage, including providing for habitat connectivity and promoting recovery of natural areas within the Study Area
- Kankakee River impacts, including floodplain drainage tributary ditches
- Division of communities
- Impacts to Midewin National Tallgrass Prairie and Des Plaines conservation areas
- Loss of preserved natural areas
- Minimize residential and business relocations
- Air pollution increase, including mobile source air toxics (MSATs), greenhouse gas emissions, and minimizing construction air pollutants.
- Adapt design elements to reflect the impact of climate change
- Noise impacts

- Preservation of small town characteristics in corridor
- Impacts to historic and cultural assets, including gathering appropriate resource location information, considering visual in addition to on-site impacts, and taking into consideration the significance of resources and the nature and magnitude of the effects
- Impacts on local businesses
- Preservation of open areas to ensure ample future draining
- Impacts to planned land uses
- Impacts to wetlands, including wetland impact avoidance, minimization, and mitigation
- Impacts to watersheds, rivers, and streams/creeks, including crossing streams/creeks perpendicularly, spanning streams (including their associated wetlands and floodplains), and considering the impacts of impaired waterways
- Sediment and erosion impacts
- Environmental constraints at the west end of the Study Area
- Environmental justice impacts
- Stormwater management
- Floodplain impacts, including crossing floodplains perpendicularly, spanning floodplains, and accounting for climate change
- Impacts to groundwater/drinking water supply
- Water quality
- Avoid impacts to the Kankakee Wetland Restoration Project
- Light pollution
- Impacts to existing and proposed trail systems
- Avoid hazardous waste sites
- Public safety concerns (i.e., impacts to law enforcement and emergency services)
- Consider former and active surface/underground mine sites and any other atypical geological formations
- Indirect and cumulative impacts
- Mitigate for unavoidable impacts
- Project costs (e.g., long-term maintenance costs of new facilities)

9.3 Alternatives

The following issues with respect to alternatives development for the Illiana Corridor were identified during the scoping process:

- Alternatives should be identified based on the Purpose and Need.
- Alternatives should optimize locations of roads to be kept open for emergency services, school districts, local and county highway departments (maintenance), agriculture, and other local residents.
- Consider multiple IL-53 alternatives near Midewin National Tallgrass Prairie due to potential impacts to the Historic Route 66 and social and ecological resources at Midewin National Tallgrass Prairie.
- Consider a no-build alternative at certain interchanges.

- Consider frontage roads or relocated roads.
- Preference for the Illiana Corridor to be located further south than Corridor B3.
- Instead of Corridor B3, consider how local transportation alternatives might better resolve potential traffic congestion, and evaluate alternatives that improve existing network of roads and invest in more sustainable and livable transportation solutions for the region.
- Address ancillary infrastructure requirements as a part of the Tier Two alternatives.
- Consider access to current and proposed future Metra stations, so that access from the highway network is as direct as possible.
- Optimize opportunities for jurisdictions to get funding for land use.
- Consider financial feasibility and sustainability in selecting project alternatives, including consideration of alternative funding mechanisms, such as a potential public private partnership (P3) or toll road, that allow for timely completion of the selected alternative.
- Optimize multi-modal accommodations and intermodal connection opportunities, including planning for obtaining sufficient right-of-way to support multi-modal traffic, communications, and utilities.

9.4 Bi-State Interagency Coordination

USACE suggested that a schedule for periodic agency reviews be established, including an opportunity for field review. USACE also commented that it would be helpful to receive pertinent information in advance. FHWA stated that under the circumstances it would be appropriate to schedule monthly meetings, using Web-Ex as appropriate to assist in the review.

Following general concurrence by the attendees, USEPA stated a preference to also schedule these meetings approximately 1 week after the CPG meetings.

Appendix A

Stakeholder Involvement Meeting Summaries and Handouts

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Illiana Tier Two Corridor Planning Group Members

Name		Affiliation
Kevin	Sing	Village of Manhattan
Tara	Orbon	
Eldon	Strong	Lake County Council, Dist. 7
The Honorable Ed	Pacchetti	Village of Carbon Hill
The Honorable Bill	Rulien	City of Braidwood
The Honorable Marty	Orr	City of Wilmington
Gerry	Scheub	Lake County
The Honorable Tom	Goralczyk	Town of Merrillville
The Honorable Tom	Giarrante	City of Joliet
The Honorable Philip	Kuiper	Town of Lowell
The Honorable R. A.	Willis	Village of Godley
The Honorable Vivian	Covington	Village of University Park
The Honorable James	Homa	Village of Braceville
Lawrence	Walsh	Will County
Duane A.	Alverson, P.E.	Lake County Highway Department
The Honorable Alan	Darr, Jr.	Village of Symerton
Bruce	Gould, P.E.	Will County Highway Department
The Honorable Joe	Cook	Village of Channahon
The Honorable Neal	Nelson	Village of Coal City
The Honorable William	Offerman	Village of Elwood
The Honorable David	Uran	City of Crown Point
The Honorable Teresa	Kernc	Village of Diamond
The Honorable Jay	Farquhar	Village of Monee
The Honorable Mike	Forbes	Town of St. John
Mark	Rogers	Kankakee County Highway
Greg	Syzmanski	
Paullette	Skinner	Town of Winfield
Randell	Niemeyer	Town of Cedar Lake
Tris	Miles	City of Crown Point
Andre	Ashmore	Village of Matteson
Dona	Smith	Winfield Township
Michael	Bossert	Kankakee County Board
The Honorable Timothy	Nugent	Village of Manteno
The Honorable Fred	Meyer	Village of Grant Park
The Honorable James	Doyle	Village of Manhattan
The Honorable Richard	Duran	Village of Peotone
Herbert	Brooks	Will County Board
The Honorable Michael	Einhorn	Village of Crete
Michael	Lammey	Kankakee County
David	Murtaugh	Regional Director Northwest Indiana - Senator Dan Coats
Randy	Blankenhorn	Chicago Metropolitan Agency for Planning
Dan	Murcek	Lake County Sheriff's Department
Tyson	Warner	Northwestern Indiana Regional Planning Commission
Lee	Goodson	Office of State Representative Tom Cross
Seth	Jansen	Office of Congressman Kinzinger

Illiana Tier Two Corridor Planning Group Members

Name		Affiliation
Todd	Koehn	Office of State Representative Pam Roth
Pete	Harmet	Illinois Department of Transportation
John	Baczek	Illinois Department of Transportation
Kevin	Sing	Village of Manhattan
Robert	Howard	
Robert	Lardi	Wilmington Township Highway Commissioner
Rich	Duran	
Jim	Earl	INDOT
Chris	Kiefer	
Eldon	Strong	Lake County Council, Dist 7
Greg	Bales	Office of U.S. Senator Dick Durbin
Michael	Stanula	Washington Township
John	Swanson	Northwestern Indiana Regional Planning Commission

Illiana Tier Two Technical Task Force Members

Name		Affiliation
Anthony & Paula	Basile	
John W	Hack	
Bud	Fleming	South Suburban Mayors and Mangers
Leigh	Morris	Indiana Economic Development Corporation
David	Hinderliter	Chicago Southland Chamber
Donald	Babcock	NIPSCO
Jesse	Kharbanda	Hoosier Environmental Council
John	Greuling	Will County Center for Economic Development
Mark	Maassel	Northwestern Indiana Forum
Michael	Van Mill	Economic Alliance of Kankakee County
Spero	Batistatos	South Shore Convention & Visitors Authority
Col. Keith	Wozniak	U.S. Army Corps of Engineers - Chicago District
Louise	Clemency	U.S. Department of the Interior
Steve	Hamer	Illinois Department of Natural Resources
Ken	Westlake	U. S. Environmental Protection Agency Region 5
The Honorable Richard	Duran	Village of Peotone
Herbert	Brooks	Will County Board
The Honorable Michael	Einhorn	Village of Crete
Michael	Lammey	Kankakee County
David	Murtaugh	Regional Director Northwest Indiana - Senator Dan Coats
Tyson	Warner	Northwestern Indiana Regional Planning Commission
John	Baczek	Illinois Department of Transportation
Kevin	Sing	Village of Manhattan
Robert	Howard	
Robert	Lardi	Wilmington Township Highway Commissioner
Rich	Duran	
Jim	Earl	INDOT
Chris	Kiefer	
Eldon	Strong	Lake County Council, Dist 7
Greg	Bales	Office of U.S. Senator Dick Durbin
Michael	Stanula	Washington Township
Alan	Williams	Manteno Township
Brian	Cann	Will Township
Alice	Dahl	Cedar Creek Township
Rosemarie	Morrow	Eagle Creek Township
Edgar	Corns	Lowell Town Council
William	Quigley	Florence Township
Max	Bosso	Village of Elwood
Harold	Mussman, Jr	West Creek Township
Richard	Ludlow	Town of Schneider
Robert O.	Barber	Village of Beecher
Ian	Nicolini	Town of Cedar Lake
Matt	Fritz	Village of Coal City
Greg	Ruddy	City of Joliet
Ralph	Schultz	Forest Preserve District of Will County
John	Dixon	Reed Township

Illiana Tier Two Technical Task Force Members

	Name	Affiliation
William	Weidling	Wilmington Township
Alan	Mundt	Wilton Township
Jerry	Meyer	Washington Township
Tom	Thanas	City of Joliet
Gerald	Curran	Crete Township
Sue	Peterson	Town of Lowell
Stephen	Kil	Town of St. John
Thomas J.	Durkin	Village of Crete
Christine	Kupkowski, P.E.	Will County Highway Department
Rick	Hall	Custer Township
Timothy	Vanderhyden	Jackson Township
James	Walsh	Manhattan Township
Donna	Dettbarn	Monee Township
Jim	Trizna	City of Joliet
Jerry	Stewart	Wilmington Township
Joe	Fetcho	Yellowhead Township
Hugh	O'Hara	Will County Governmental League
James	Hadrys	Florence Township
Mitchell	Lopez	Hanover Township
Howard	Fink	Town of Merrillville
Robert	Massat	Green Garden Township
Jerry	Rice	Rockville Township
Bruce	Tammen	Custer Township
George	Gray	Village of Peotone
Andrew	Hawkins	Forest Preserve District of Will County
Lawrence	Troutman	Channahon Township
Tony	Recupito	Crete Township
Steve	Lazzara	Will County Land Use Department
Nick	Palmer	Will County Executive
David	Wallace	Village of Monee
Doug	Niksch	Town of Lowell
Wilbur	Cox	Town of Lowell
Keith	Piszlro	Town of Cedar Lake
Mike	Mcintire	West Creek Town
Keith	Diszno	Cedar Lake
Rick	Niemeyer	Lake County Council
Ned	Kovachevich	Lake County Plan Commission
Marc	Nelson	Village of Manhattan
Eileen	Majda	Village of Matteson
John	Alessia	Town of Lowell
Trevor	Davis	University Park
David	Togliatti	Village of Coal City
Jim	Bilotta	Will County Board Public Works and Transportation Committee
Tom	Weigel	Will County Board Land Use and Development Committee
Colin	Duesing	Will County Land Use

Illiana Tier Two Technical Task Force Members

	Name	Affiliation
Tony	Graff	City of Wilmington
Jerry	Townsend	Village of University Park
Eric	Wesel	Will County Department of Highways
Don	Murday	Green Garden Township
David L.	Wallace	
Tony	Graff	
Donald	Parker	Town of Lowell
Bruce	Friefeld	Will County Board
Stewart	Warren	Will County Board
Bill	Olthoff	Kankakee County Board
Mary Ann	Deutsche	Will County Farm Bureau
Chad	Miller	Kankakee County Farm Bureau
Wayne	Belden	Lake County Farm Bureau
Mark	Schneidewind	Will County Farm Bureau
Tom	Keithley	Lake County Farm Bureau
Martha	Coakley	President of Lake Dalecarlia Property Owners Association
Susan	Shea	Illinois Division of Aeronautics
Gynith	Borden	Wilton Township
Michael	Bolton	PACE
David	Kralik	Metra
Kristi	Lafleur	Illinois Tollway
Lorin	Schab	Midewin Heritage Association
Chad W.	Slider	Division of Historic Preservation and Archaeology, Indiana Department of Natural Resources
Dr. Rick	Jones, PhD	Indiana Department of Natural Resources/Division of Historic Preservation and Archaeology
Don	Kopec	Chicago Metropolitan Agency for Planning
Robert	Hommes	Midewin
Wade	Spang	Midewin
Frank	Patton	Union League
James	Potthoff	Kankakee Fish & Wildlife Area
Rick	Kwasneski	Joliet Arsenal Redevelopment Authority (JADA)
Steve	Baker	Sierra Club Sauk Calumet Group
Neil	Doyle	Centerpoint Properties
Dewey	Pearman	Construction Advancement Foundation
Randy	Palmateer	Northwestern Indiana Building & Construction Trades Council
Eric	Gilbert	Centerpoint Properties
Howard	Learner	Environmental Law and Policy Center
Ken	Allers	Forest Preserves of the Kankakee River Valley
George	Malis	Sierra Club
Rick	Short	US Forest Service
Gerald	Heinrich	Midewin Tallgrass Prairie Alliance
Mary	Honer	Midewin National Tallgrass Prairie
Renee	Thakali	Midewin National Tallgrass Prairie
Jeremy	Grey	Centerpoint Properties

Illiana Tier Two Technical Task Force Members

	Name	Affiliation
Jim	Testin	Robert E. Hamilton
Harry	Gilmore	Robinson Engineering
Mark	Thompson	Hanson/IDOT Aeronautics
Robert	Kroll	
Ray	Kasmak	Building Trades
Charles	Johnson	Local 150
Tim	Good	Forest Preserve District of Will County
Ned	Kovachevick	Lake County Planning Commision
Douglas	Hayes	Ridge Property Trust
Jennifer	Wagner	Ridge Property Trust
Bennie	Bruinius	F.L.P
Ray	Kerkstra	R & L Carriers
Mike	Scholefield	Chicago Southland Economic Development Corporation
Victor	Frahm	Grant Park Historical Society
Carmela	Gonzalez	Indiana-Illinois-Iowa Foundation for Fair Contracting
Bola	Delano	Illinois Department of Transportation
Rich	Herr	NIRPC
Katie	Holderby	South Shore Convention and Visitor
Jim	Allen	Federal Highway Administration
Nicki	Mackowski	South Shore Convention and Visitor
Glenn	Harris	FHWA
Kay	Nelson	NWI Forum
Paul	Leffler	U.S. Army Corps of Engineers - Chicago District
Kathy	Luther	NIRPC
Amy	Hanson	Federal Aviation Administration
Rich	Kula	Federal Aviation Administration
Steve	Strains	Northwestern Indiana Regional Planning Commission
Virginia	Laszewski	NEPA Region 5 Enforcement and Compliance
Soren	Hall	U.S. Army Corps of Engineers - Chicago District
Shawn	Cirton	US Fish and Wildlife
Elizabeth	Pelloso	U.S. Environmental Protection Agency
Matt	Buffington	Indiana DNR Division of Fish and Wildlife
Elizabeth	McCloskey	U.S. Fish and Wildlife Service
Angela	Fegasas	Indiana Department of Transportation
Barry	Cooper	Federal Aviation Administration
James	Potthoff	Kankakee Fish & Wildlife Area
Mike	Hine	Federal Highway Administration
Leesa	Beal	U.S. Army Corps of Engineers - Chicago District
Louis	Feagans, Jr., PE	Indiana Department of Transportation
Joyce	Newland	Federal Highway Administration
John	Davis	Indiana Department of Natural Resources
Shawn	Cirton	U.S. Fish & Wildlife Service Barrington, IL
Steve	Schilke	Illinois Department of Transportation
Norm	West	U. S. Environmental Protection Agency Region 5
Dennis	Bachman	Federal Highway Administration
Ed	Leonard	

Illiana Tier Two Technical Task Force Members

	Name	Affiliation
Rick	Powell	
Ron	Shimizu	
Kesti	Susinskas	
Kara	Olson	Images Inc
Sara	Kopinski	
Rick	Hall	Custer Township
Gary	Mueller	Green Garden Township
Paul	Buss	Jackson Township
Jim	Baltas	Manhattan Township
James	Walsh	Manhattan Township
Ronald	Meyer	Manteno Township
David	Deutsche	Monee Township
David	Cann	Peotone Township
John	Hack	Peotone Township
Lora	Grant	Reed Township
Richard	Moran	Rockville Township
Joseph	Shudick	Ross Township
Jerry	Flick	Sumner Township
Larry	Ohm	Sumner Township
Matt	Pierce	Toll Road Concession Company
Daniel	Jay	Wesley Township
Kyle	Stickel	Wesley Township
Bruce	Hamann	Will Township
Ray	Nugent, Jr.	Wilton Township
Jeremy	Roberts	Yellowhead Township
Steven	Quigley	Will County Governmental League
Reggie	Greenwood	Chicago Southland Economic Development Corporation
Jamy	Lyne	
Lynnette	Ciavarella	METRA
Milan	Grozdanich	Lake County Economic Development
Jeff	Snape	RE Hamilton
Martin	Monahan	Citizen-Retired Highway Engineer
George	Schoenbeck	
Greg	Quartucci	Cardno JFNew
Edward	Paesel	South Suburban Mayors & Managers Association
Kyle	Schuhmacher	Ketone Partners
Jim	Piekarczyk	Hutchison Engineering, Inc.
Tim	Hennessey	Consulting4Biz
Alicia	Hanlon	Will County
Tom	Vander Woude	South Suburban Mayors and Mangers
Craig	Earley	Town of Lowell
Mark	Collier	Town of Monee
Delbert	Skimerhorn	K3 County Planning
Adam	Lintner	
Bruce D.	Gould	
James	Mandon	Town of Munster

Illiana Tier Two Technical Task Force Members

	Name	Affiliation
Louis	Haasis	FHWA-Indiana Division
Paul	Kwiatkowski	Will Township Trustee
Joe	Exl	NIRPC
Eman	Ibrahim	NIRPC
Phil	Stuepfert	
Anthony	Anczer	Baxter & Woodman
Eileen	Franz	Will County Land Use Department
Ron	Sales	Network Real Estate Group
David	Fazzini	
Shelby	Swango	PB
Tracy	Morse	Images Inc
Seth	Morgan	Pace Suburban Bus
paula	basile	property owner
Marta	Perales	IL MPO
Herbert	Smith	Norfolk Southern Corporation
Bill	Lenski	Regional Transportation Authority
Jody	Melton	Kankakee River Basin Development Commission
Alexander	Clifford	Metra
Bill	Viste	Illinois Department of Transportation Division of Aeronautics
Peter	Fahrenwald	Regional Transportation Authority
Adam	Lintner	Illinois Tollway
Kristin	Andersen	Metra
Leslie	Phemister	Active Transportation Alliance
Gerald	Hanas	Northern Indiana Commuter Transportation District
Joseph	Costello	RTA
Timothy	Brown	Northwest Indiana Regional Bus Authority
Kermit	Wies	Chicago Metropolitan Agency for Planning
Rocco	Zuccherro	Illinois Tollway
William	Brown	Northwestern Indiana Regional Planning Commission
T.J.	Ross	PACE
David	VanderZee	Pace Suburban Bus

One-on-One Stakeholder Meetings

Date of Meeting	Stakeholder	Comment Themes
January 14, 2013	Village of Peotone:	•
January 14, 2013	Peotone Township: David Cann (Peotone Township), Jim Hack (Peotone Township), Steve Schilke (IDOT)	<ul style="list-style-type: none"> • Stated that Peotone Township would like to see the alignment moved so that it avoids the Township Hall since it is new and cost of a lot of money to build. • Suggested not attempting to run the alignment southwest of I-57, but rather beginning to run it south starting at I-57 and take a slight jog south. • Suggested moving the alignment a quarter-mile south for three-fourths of a mile between I-57 and IL 50, or hug the power lines to the north, to avoid the houses and the township building. • Stated that the township can live with taking some of the land around the buildings, but the preference is for the project not to take the buildings. • Stated that the Will County Land Use Department is hosting a forum to discuss an Illiana interchange at US 52/US 45, and that they make no mention of IL 50, and stated that they are not convinced an interchange at IL 50 is needed and believes the plan should be to stick with an interchange at US 53/US 45. • Asked that the study team take another look at 104th Avenue as they believe it is an important route to remain open.
January 14, 2013	Village of Manhattan:	•
January 14, 2013	Will Township:	•
January 14, 2013	Emergency Services:	•
January 14, 2013	Wilton Township:	•
January 17, 2013	Eagle Creek Township:	•
January 17, 2013	Emergency Services:	•
January 17, 2013	Northwest Indiana Forum & Lake County Economic Development: Mark Maassel (Northwestern	<ul style="list-style-type: none"> • Asked if there was any indication that there was pushback from the Federal government regarding approval of the project.

Date of Meeting	Stakeholder	Comment Themes
	Indiana Forum), Jim Earl (INDOT), Jim Pinkerton (INDOT)	<ul style="list-style-type: none"> • Stated that one of NWI Forum's biggest concerns was that it was far enough north for there to be economic benefit, and that they are less concerned about frontage roads, but that one should be put at Rt. 41. • Expressed interest in knowing what can happen around Illiana and Rt. 41. • Asked if there is a way to have a ramp from both highways down onto the local roads at a place like at I-65. • Stated that a future eastern extension of the Illiana is critical, and wants to make sure there is future flexibility down the road. • Asked if local roads, such as Morris, are capable of handling extra traffic. • Stated that Broadway Street currently has a lot of stuff on it, and that Mississippi has seen a lot of growth lately. • Asked about what the feedback has been from the farmers. • Asked if there has been any thought towards doing an "oasis" along this area, and requested that the study team remain open to the idea, but that overall there is a preference of allowing private businesses to open up and operate on their own. • Asked if there were any plans to turn the Illiana into a hazardous materials route, and emphasized that the goal is to ensure the project drives economic development, and that designating it as a hazardous waste route would diminish that effort. • Asked roughly how many homes this might impact. • Stated that NWI Forum likes the process the study team has taken thus far, but that they would like to see the project continue to move forward, and that there is a value in taking truck and through traffic off of the Borman, because it would drive more local traffic to those local businesses along Rt. 30 and Rt. 41. • Asked how the bidding will work on this project. • Stated that there have been concerns about condemnation and the offering amounts being too low, and asked if there is any flexibility on that. Followed up by asking if there would be any flexibility on purchase prices should private money be involved.

Date of Meeting	Stakeholder	Comment Themes
January 17, 2013	<p>Cedar Creek Township:</p> <p>Alice Dahl (Cedar Creek Township Trustee), Jim Earl (INDOT), Jim Pinkerton (INDOT)</p>	<ul style="list-style-type: none"> • Expressed concern that landowners are taken care of, and that fire and ambulance services are appropriately compensated. • Stated that ambulance services use Holtz Road, and it was confirmed that the fire department uses that route as well. • Stated that a police facility is located along Mississippi Street and that would be the primary choice to keep open over Harrison or Broadway. • Expressed concern about the Illiana being a private road and being able to collect money to cover the cost of providing services to it, much like Cedar Creek Township experiences with I-65. • Asked if property owners would be compensated for damage caused to drainage tiles during geotech boring work, and asked if funding has been secured for the Illiana. • Encouraged the project team to better coordinate with local governments to help avoid conflicts with planned developments and real estate sales.
January 17, 2013	<p>Lake County Parks:</p> <p>Craig Zandstra (Lake County Parks), Larry Klein (Lake County Parks), Jim Earl (INDOT), Jim Pinkerton (INDOT)</p>	<ul style="list-style-type: none"> • Asked when the project will move from the “preferred” to “selected” corridor. • Stated that their two principal concerns are the Cedar Lake Marsh and Buckley Homestead, and that Corridor B3 appears to dodge the other areas of concern for Lake County Parks. Lake County Parks was previously much more concerned about Corridor B4. • Stated that Lake County Parks has talked to a couple of property owners in West Creek about future plans, and also stated that the planned trail through West Creek is merely planned without much traction. • Stated that the series of parks along West Creek is the primary focus for their long-term plans – near 185th, 169th, and 157th streets, and that this would not have included a trail or bikeway – just the creek itself. • Asked if the project team is responsible for mitigation areas in this stage of the analysis and if the project needs to provide for those. • Stated that the west side of Cedar Lake Marsh (roughly 285 acres) property has been purchased by Indiana DNR and is

Date of Meeting	Stakeholder	Comment Themes
		<p>being established as a wetland site, and could be used for mitigation. While owned by Indiana DNR, it will eventually be given to Lake County Parks once finished.</p> <ul style="list-style-type: none"> • Stated that the wetland on the Cedar Lake Marsh property is a variety of types, but that there is also some agricultural land that could be turned into wetlands. • Stated that Lake County Parks might know of several property owners along West Creek that might be willing sellers. • Stated that the overall plan for the Cedar Lake Marsh site is mostly passive recreation, and that it could possibly have a perimeter trail around it. • Noted that a private developer did some mitigation at the marsh site, and that they have some commitments with that private developer going forward. • Stated that this portion of Lake County is devoid of much preserved natural space, and that the Illiana project could benefit the area through its mitigation, and that there might be some contiguous property to the north that could be used for forested land mitigation, but would allow for restoration mitigation.
January 18, 2013	<p>Town of Cedar Lake:</p> <p>Randy Neimeyer (Town of Cedar Lake), Jack Slager (Town of Cedar Lake), Ian Nicolini (Town of Cedar Lake), Steve Schilke (IDOT), Jim Earl (INDOT), Jim Pinkerton (IDOT)</p>	<ul style="list-style-type: none"> •
January 18, 2013	West Creek Township:	<ul style="list-style-type: none"> •
January 18, 2013	<p>Lake County, IN:</p> <p>Duane Alverson (Lake County Highway Department), Mane Malezewski (Lake County Highway Department), Dan Gardner (Lake County Surveyor), Marilyn Hrnjak (Lake County Clerks Office), Ned Kovachevich (Lake County Planning Commission), Gerry Scheub (Lake County Commissioner), Patricia Mussman (West Creek Township)</p>	<ul style="list-style-type: none"> •

Date of Meeting	Stakeholder	Comment Themes
	Trustee), Harold Mussman (West Creek Township Trustee), Michael McIntire (West Creek Board Manager), Donna Slikas (STOPIT Committee), Mic Jordan (STOPIT Committee), Marilyn Dockstader (STOPIT Committee), Joe Pozzi (Resident), Susie Dokulil (Resident), Terry Gasaway (Resident), Jeff Justice (Resident), Lucille Justice (Resident), Pam Derflinger (Resident), Jim Derflinger (Resident), Georgene Rosinko (Unknown), Dan Rosinko (Unknown), Thomas Rechtering (Unknown), Carrie Napoleon (Post Tribune), Jim Earl (INDOT), Jim Pinkerton (INDOT)	
January 18, 2013	Town of Lowell: Craig Earley (Town of Lowell), Susan Peterson (Town of Lowell), Edgar Corns (Town of Lowell), Steve Schilke (IDOT), Jim Earl (INDOT), Jim Pinkerton (INDOT)	•
January 18, 2013	Lake Dalecarlia: Mike Mucha (Lake Dalecarlia), Steve Schilke (IDOT), Jim Earl (INDOT), Jim Pinkerton (INDOT)	•
January 24, 2013	Emergency Services:	•
January 24, 2013	Will County:	•
January 24, 2013	Florence Township: William P. Long (Florence Township), Jim Hadrys (Florence Township), Steve Schilke (IDOT)	<ul style="list-style-type: none"> Expressed concern about access along Commercial Street east from Symerton to Warner Bridge Road. Stated that the Township wants IDOT to look at keeping Commercial Street access open if it is cut off by Illiana, to at least a frontage road standard. Expressed interest in gaining access if Symerton Road is cut off to the north, possibly by being allowed to access the Wauponsee Trail Bridge or other means of access. Stated that they favor keeping the IL 53 access at IL 53 instead of offsetting it to the east, where they have a concern about heavy truck usage of the local road system.

Date of Meeting	Stakeholder	Comment Themes
January 24, 2013	<p>City of Wilmington:</p> <p>Colby Zemaitis (City of Wilmington), Tony Graff (City of Wilmington), Marty Orr (City of Wilmington), Darin Plotts (City of Wilmington), William Long (Florence Township), Steve Schilke (IDOT)</p>	<ul style="list-style-type: none"> • Discussed that the IL 129 interchange will remain a separate project from Illiana, but that it will be closely coordinated with the Illiana. • The City of Wilmington restated its opposition to the project due to potential noise impacts on Water's Edge, limited growth potential that area would have for economic development, and due to the Historic Route 66 tourism attraction work that the City is doing with the Rt. 53 Corridor Group. • Wilmington stated its support for an interchange offset to the east of IL 53, and that the city's studies and plans indicate that they will see a much higher benefit from an offset interchange than an interchange directly on IL 53. • Wilmington stated that it would like the study team to evaluate closing the River Road interchange to see what type of impact that might have on the truck travel patterns and how that relates to an offset interchange near Old Chicago Road. • Inquired about the laws prohibiting the Illiana from going through Midewin, and asked about the No Action Alternative. • Asked about CMAP's position on Corridor B3 based on the letter they recently sent to IDOT.
January 25, 2013	Midewin National Tallgrass Prairie:	<ul style="list-style-type: none"> •
January 25, 2013	<p>Ridge Properties:</p> <p>Jim Martell (Ridge Properties), Jennifer Wagner (Ridge Properties)</p>	<ul style="list-style-type: none"> • Stated that Kavanaugh does not work as a primary connection point to the west of the Illiana-I-55 interchange because the at-grade crossing on Lorenzo Road will be replaced with a grade separation and will limit the ability for Kavanaugh to function as a through road, and a large increase in trains is expected on this line. • Explained that from the current end of IDOT's jurisdiction over Lorenzo Road, the City of Wilmington has taken over jurisdiction from Will County and has a maintenance agreement with Ridge. • Explained that from Ridge's perspective, the key considerations should be designing the ramping system so trucks can move at a reasonable speed so that when they are entering from the east and come from the north the flow is unimpeded. • Stated that Ridge would like to create a through ramp so traffic can move through and not come to a stop, and that Ridge will coordinate with Illiana to move the ramping onto Ridge property in order to route the truck traffic into the logistics park

Date of Meeting	Stakeholder	Comment Themes
		<p>fairly unimpeded to prevent significant stacking.</p> <ul style="list-style-type: none"> • Expressed concern that an offset Rt. 53 interchange located too far east of 53 will deter trucks from using it because if they are heading west, they will not want to back track too far. • Stated that significant back-tracking will just cause trucks to stay on 53 longer and those heading west will go through the City of Wilmington or take River Road. • Stated that most of the intermodal traffic coming to Will County is coming from Long Beach or the northwest, and that 95% of food transport is occurring now by truck. Ridge is working with BNSF to bring significant food distribution into Will County. • Stated that there is about 200 million tons of Class A limestone on the Ridge property located at 200 to 600 feet and they have mineral rights which may be exploited by underground mining.
January 28, 2013	Emergency Services:	<ul style="list-style-type: none"> •
January 28, 2013	Village of Beecher:	<ul style="list-style-type: none"> •
January 28, 2013	Washington Township:	<ul style="list-style-type: none"> •
January 28, 2013	<p>Forest Preserve District of Will County:</p> <p>Andrew Hawkins (Forest Preserve District of Will County), Steve Schilke (IDOT)</p>	<ul style="list-style-type: none"> • Recommended the study team get a copy of the K3 County long-range bike plan, which includes information about plans to extend a trail from near the K3/Will County line corner up near Symerton to Midewin. • Asked if the planned bridge over Fork Creek will provide for a trail or wildlife crossing to come through. • Discussed that there is a property blocking the continuation of the proposed trail at Indiana Avenue for the Vincennes Trail. Went on to discuss that Cottage Grove would be an acceptable route, as discussed previously with the village, and that IL 1 would not be an acceptable trail location due to potential routing problems as it gets to the CSX Railroad. • Expressed that the FPDWC would like to see all mitigation for Illinois impacts of the Illiana done in Will County.

Date of Meeting	Stakeholder	Comment Themes
January 29, 2013	Will County CED, CenterPoint Properties:	•
January 29, 2013	South Suburban Airport: Bille Viste (IDOT SSA), Pete Quattrocchi (IDOT SSA), Roger Anderson (Hanson Engineering)	<ul style="list-style-type: none"> • Asked how many parcels Illiana will need to acquire. • Stated that SSA has submitted their AJR for the interchange at I-57, and that FHWA has provided comments on the AJR and Hanson Engineering has begun to address the comments. An AJR has also been submitted for IL 50. • SSA will provide the Illiana team with the ALP, which shows land uses in the Inaugural and Ultimate footprints. • Stated that the latest FAA circular advises that no wildlife attractions should be located within 10,000 feet of the AOA. • Stated that from 10,000 feet out to five miles, the SSA would like to coordinate closely on drainage impacts. • Confirmed that they are still working off their 2009 projection assumptions which are based on a 2005 baseline amount, but that they refined their projections in conjunction with the release of the 2010 census data and found that Will County was still in line with their original market-based projections. • Stated that the projections they are using are not based on CMAP's 2040 projections, and that SSA and FAA used the lowest case numbers in their projection rangers for passenger and cargo traffic, and high case for the General Aviation component. • Stated that SSA would like to see Will Center Road remain open.
February 8, 2013	Will County Highway Department:	•
February 14, 2013	CMAP:	•
February 20, 2013	ComEd:	•
February 27, 2013	Lake County Agencies:	•
February 28, 2013	Crown Point:	•
March 8, 2013	NIRPC:	•

Date of Meeting	Stakeholder	Comment Themes
March 13, 2013	City of Wilmington, Midewin National Tallgrass Prairie:	<ul style="list-style-type: none">
March 19, 2013	NIRPC:	<ul style="list-style-type: none">
March 20, 2013	<p>IL 53 / Rt. 66 Steering Committee:</p> <p>Tony Graff (City of Wilmington), Marian Gibson (Village of Manhattan), Marc Nelson (Village of Manhattan), Steve Lazzara (Will County Land Use), Brian Radner (Will County Land Use), Andy Hawkins (Will County Forest Preserve), Don Gould (Will County Board), Alicia Hanlon (Will County Executive Office), Alicia Hanlon (Will County Transportation Planner), Mary Beth Pressley (Village of Braidwood), Bill Ruben (Village of Braidwood), Matt Fuller (FHWA), Jan Piland (FHWA), Steve Schilke (IDOT)</p>	<ul style="list-style-type: none"> • Asked when the appropriate time is for communities to provide land use planning input, and inquired about how land use planning activity will be organized. • Asked if there are any proposed improvements to US 52 or IL 53, and if so, they should be included in the future traffic models. • Requested that a Cedar Road interchange be modeled (with no access near or at IL 53), and improvements studied to facilitate that movement, to see if it could be an effective bypass of IL53 if the Illiana is constructed. • Asked if the IL 129-Illiana-I-55 interchange will allow all movements or if some will be restricted. • Stated that since Midewin and the future South Suburban Airport are significant entities which will prohibit the creation of new north-south routes in the region, the significance of Gougar Road as a north-south connection will increase, and then asked how it was decided to close Gougar Road. • Stated that locations of interchanges can have a significant impact on land use patterns and may either discourage or encourage use (i.e. new Arsenal Road overpass at I-55 vs. other locations). • Asked if the future build out of the intermodal facilities was taken into consideration in the traffic forecasting. • Commented that there seems to be a need to study the regional heavy freight movement patterns to better understand how Illiana can impact them most effectively. • Stated that Wilmington favors the Old Chicago Road interchange location, while others expressed that there is merit to the interchange being at IL 53, and also commented that Cedar might be a good location for an interchange in addition to IL 53. • Stated that Will County has more current land use planning policy developed for the

Date of Meeting	Stakeholder	Comment Themes
		45/52 interchange area that should be considered.
April 3, 2013	Indiana Farm Bureau: Tom Keithley (Lake County Farm Bureau), Wayne Belden (Lake County Farm Bureau), Jim Earl (INDOT), Jim Pinkerton (INDOT)	<ul style="list-style-type: none"> • Stated that taxes are a big concern of the group at the present time, and they generally concentrate their efforts on issues that affect agriculture in general rather than focus on issues of a specific matter. • Stated that since northwestern Indiana is an industrial setting that “contaminants” from a highway project are not of great concern. • Indicated that most grain shipments go to either Hammond or Rensselaer, IN via the existing north-south area road network, and that there was some concern about keeping roads open east of IN 55. They went on to say that IN 55 would be a road that grain shipments would avoid due to congestion and there may be a desire to look at Broadway or Harrison as an open route. • Discussed the two road closures at Sheffield and White, and they indicated it did not appear to be an issue to close these roads, but they are concerned about State Line Road being in adequate shape to accept detoured traffic. • Stated that, when designing frontage roads or service drive, maintaining access and farmer safety should be considered. Specifically with regards to providing adequate sight distance, entrance widths, and turning radii where needed. • Discussed providing adequate space for future planned trails (a path down US 41 was mentioned). • Mentioned that Justin Schneider, an IFB attorney, as a good person to work with the IFB membership in advising them of their rights and interests. • Discussed Landowner Representatives, property notice protocol, and opportunities for further public participation.
April 10, 2013	Lake County Emergency Services:	•
April 18, 2013	Kankakee County Regional Planning Commission: Terry Johnston (Kankakee County Historical Preservation Commission), David Tyson (Tyson	<ul style="list-style-type: none"> • It was discussed that the impacts of the Illiana would have to outweigh the benefits in order for the No Action Alternative to move forward. • It was explained that accommodation of wildlife crossing areas is handled on a case-

Date of Meeting	Stakeholder	Comment Themes
	<p>Engineering), Lee Provost (The Daily Journal), Laura McElroy (The Herald), Jim Piekarczyk (Hutchison Engineering), Ralph J. Bailey (Village fo Sun River Terrace), Michael Bossert (Kankakee County Board Chairman), Bill Olthoff (Kankakee County Board and Economic Alliance), Mike Van Mill (Economic Alliance), Del Skimmerhorn (Kankakee County Planning Department), Mike Lammey (Kankakee County Planning Department), Jim Greenstreet (Kankakee County Planning Department)</p>	<p>by-case basis, and often involves a nature trailhead being nearby. The Illiana Study Team is working local jurisdictions to identify areas that may be pertinent for wildlife crossings.</p> <ul style="list-style-type: none"> • It was asked how the Illiana will interact with traffic on I-80, and it was explained that the purpose of the Illiana is to alleviate congestion on routes like I-80, but also to accommodate regional through traffic. • Discussed that a financial plan for the Illiana is currently in development, and that a P3 will be sought. • The reasons for CMAP's opposition to the Illiana were discussed, including their early preference for a more northern alignment where there is a greater population. It was also discussed that ongoing meetings are being had with both CMAP and NIRPC to ensure that the Illiana compliments local roadway plans, and that land use planning along the corridor is done in a way not to conflict with existing CMAP and NIRPC. • It was also stated that the Illiana is not expected to create sprawl because while some addition growth is projected, it does not generate a great deal of additional growth in the adjacent communities.

**Illinois NEPA/404 Merger Meeting
February 20 and 22, 2013**

**Federal Highway Administration
Conference Room
3250 Executive Park Drive
Springfield, IL 62703**

**U.S. Environmental Protection
Agency
Ralph Metcalfe Federal Building
12th Floor
Wisconsin Room (2/20)
Lake Ontario Room (2/22)
77 West Jackson Blvd.
Chicago, IL 60604**

February 20, 2013

10 am – 11 am

- US 51 from Pana to Centralia (District 7, Christian, Shelby, Fayette, Marion, Clinton, Jefferson, and Washington Counties)
 - Concurrence – Alternatives to be Carried Forward (modified)
 - ESA: Ongoing field studies

February 22, 2013

10 am – 11 am

- US 14 Grade Separation in Barrington (District 1, Lake County)
 - Concurrence, Range of Alternatives
 - ESA: No Effect Determination (Not enough associates for EPFO in wetlands, no other federal species)

NEPA/404 Merger Meeting
February 20, 2013
Springfield, IL

Name	Organization	Phone No.	E-mail
Matt Fuller	FHWA-IL	217 492 4625	matt.Fuller@dot.gov
Steve Hansen	IDNR	217 785-4862	Steve.Hansen@illinois.gov
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Keith McMullen	Corps of Engineers	314-331-8582	Keith.A.McMullen@usace.army.mil
Eugene Bacon	IDOT D-7		
Mike Staggs	FHWA-IL	217-492-4630	mike.staggs@dot.gov
JOHN LAZZARA	HDR ENGINEERING	773/380.7938	JOHN.LAZZARA@HDRINC.COM
Walt Zyzanski	IDOT-BDE	217-785-4245	Walter.Zyzanski@illinois.gov
Sherry Phillips	IDOT D7	217 342 8244	Sherry.Phillips@illinois.gov
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Terry Sarko (Telecon/web)	IDOA		
Ken Westlake (Video Conf)	USEPA		
Heidi Woebber (Telecon/webinar)	USFWS		
Norm West (Video Conf)	USEPA		

NEPA/404 Merger Meeting
February 22, 2013
Chicago, IL

Name	Organization	Phone No.	E-mail
Matt Fuller	FHWA-IL	217-492-4625	matt.fuller@dot.gov
Shawn Cirton	USFWS-Chicago	847-381-2253	shawn_cirton@fws.gov
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Vanessa Ruiz	IDOT - DI	847-705-4627	vanessa.ruiz@illinois.gov
John Baczek	IDOT DI	4104	john.baczek@illinois.gov
Bob Andres	Civiltech	630 735-3354	
Joe Emry	Civiltech	630-735-3955	jemry@civiltechinc.com
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Norm West	U.S. EPA	312-353-5692	west.norman@epa.gov
KEN WESTRAKE	U. S. EPA	312-886-2910	westlake.kenneth@epa.gov
Mark Peterson	IDOT - PMC	847-705-4569	mark.peterson@illinois.gov
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René Thakali	Forest Service Midewin	815 423 2114	rthakali@fs.fed.us
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MEETING SIGN-IN SHEET

Date: February 22, 2013

Location: FHWA - Indianapolis Office

Purpose: Tier Two Agency Signing Meeting

Name	Representing	Email Address
1. John Carr	Ind. DNR / SHPO staff	jcarr@dnr.in.gov
2. Jason Randolph	IDEM 401	jrandolp@idem.in.gov
3. Joyce Newland	FHWA - INDIANA	joyce.newland@dot.gov
4. Jim Earl	INDOT	jearl@indot.in.gov
5. Rick Rampone	Parsons Brinckerhoff	rampone.ra@pbworld.com
6.		
7. Kenite		
8. Laura Hilden	INDOT	
9. Ken McMullen	INDOT	
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NEPA/404 Merger Meeting Summary February 20 and 22, 2013

FEBRUARY 20, 2013

**IDOT District 7, Christian, Shelby, Fayette, Marion, Clinton, Jefferson, and Washington counties
US 51 from Pana to Centralia
Environmental Impact Statement
Concurrence – Alternatives to be carried forward (modified)
ESA – Ongoing field studies**

DECISIONS:

IDNR, IDOA, USFWS, USACE, and USEPA concurred with the alternatives to be carried forward as presented by the project team.

NEXT STEPS:

None noted for resource agencies.

Project team will coordinate with stakeholders regarding the four alternatives being carried forward.

Project team is working towards publishing the Draft EIS in the third or fourth quarter of 2013.

DISCUSSION:

Matt Fuller started the meeting with introductions. It was noted that the purpose of the meeting was to discuss alternative variations for the Vandalia area and to seek concurrence on the changes to the alternatives to be carried forward for detailed evaluation in the Draft EIS.

Sherry Phillips provided a background on the current status of the alternatives evaluation and focused on the four remaining alternatives in Vandalia. These alternatives are identified as Valt1 (previously called “western alternative”), Valt2 (VU), Valt3 (VS), and Valt4 (dual marked). The initial direction for the study was considering a new direct connection to I-70 which required the use of collector-distributor (CD) roads. The District is now considering modifications to the four alternatives without a new direction connection to I-70. This approach allows for the elimination of the CD roads (for three of the four alternatives), reduced footprint of impacts, and improved access. A Vandalia CAG meeting was held the previous week with 16 people attending.

Jerry Payonk presented a summary of the changes to each of the four alternatives, highlighting access to the interstate system and local connections. This information was consistent with the handout material that was provided for the meeting. Below are the key points discussed for each of the four alternatives:

- Valt1
 - Eliminates the proposed CD Road
 - Does not provide new direct connection between US 51 and I-70
 - Smaller footprint of impacts than original version
 - Allows for additional local access to US 51 in four quadrants surrounding the crossing of I-70 with one mile spacing
 - Accommodates future economic development through enhanced local access
 - Limited economic development has occurred around the existing interchange in the past four years
- Valt2
 - Shifted west to cross I-70 at the same location as Valt1
 - Eliminates the proposed CD Road
 - Does not provide new direct connection between US 51 and I-70
 - Avoids farmstead to the west
- Valt3
 - Shifted west to cross I-70 at the same location as Valt1
 - Eliminates the proposed CD Road
 - Does not provide new direct connection between US 51 and I-70
- Valt4
 - Still requires a CD road due to interchange spacing
 - Modifies the proposed changes to the existing US 51 interchange with I-70, changing from a directional interchange to a diamond interchange and resulting in a smaller footprint of impacts
 - Route 40 access is shifted slightly south to increase spacing between existing interchange ramp and intersection
 - Minimizes impacts to access on the north side of I-70

The Vandalia CAG meeting was discussed in further detail. In general, the CAG liked the changes to the alternatives better than the original versions. However, the group still expressed concerns. The Mayor of Vandalia indicated that he still wanted a third interchange along I-70 and he referenced the Mount Vernon area as a similar example. Conditions in Mount Vernon were different regarding greater traffic volumes. The Farm Bureau did not prefer Valt1 since it is farther west and has higher impacts to agricultural land. They had suggested going through the floodplains east of the existing US 51. [The regulatory agencies all agreed that an alternative to the east through the floodplains and wetlands would not be practicable.] The No-Build alternative was discussed at the Vandalia CAG meeting. [The group discussed the validity of the No-Build alternative since the purpose and need relate to continuity and connectivity. It was agreed that the No-Build alternative is not an option for the Vandalia area since there are other reasonable alternatives.]

It was noted that the IL DOA would likely object to a third interchange along I-70 due to agricultural land impacts. FHWA further noted that their guidance on interchanges includes eight controlling criteria to be able to justify an access break to the interstate system. A proposal for a third interchange along I-70 would need to meet these criteria addressing spacing, safety, and operations. The group surmised that these criteria probably could not be met.

The schedule for the US 51 EIS project was discussed. The District would be submitting a Draft EIS in late March or early April for FHWA's first review. The Draft EIS publication would be targeted for seven months later. CAG meetings would be conducted over the summer and a Public Hearing will be planned for late this year after the Draft EIS is published. IL DOA asked about the 1006 forms for the alternatives and it was agreed that they would be provided as soon as they are available. The group discussed I-70 as a destination for Valt4. The US 51 Coalition is a support group for the project that has been active in securing funding for the various section of the US 51 improvements.

FHWA indicated that concurrence was being sought for moving forward with further detailed studies for the four modified alternatives in Vandalia (Valt1, Valt2, Valt3, Valt4). The following agencies concurred: IDNR, IL DOA, USFWS, USACOE, and US EPA.

FEBRUARY 22, 2013

**IDOT District 1, Lake County
US 14 Grade Separation in Barrington
Environmental Assessment
Concurrence – Alternatives to be carried forward
ESA – No Effect Determination (not enough associates for EPFO in wetlands, no other federal species)**

DECISIONS:

Alternatives to be Carried Forward concurrence obtained from USACE, USEPA, USFWS.

NEXT STEPS:

IDOT (V. Ruiz) to provide wetland delineations to USACE and USFWS.

The fourth CAG meeting is expected to be held in April 2013 and the third Public Meeting is expected to be held shortly after.

A project status update will be presented at the June 2013 NEPA/404 merger meeting.

USACE noted that as a general practice, IDOT needs to provide a copy of the wetland delineations to USACE prior to or concurrent with the alternatives to be carried forward concurrence point.

DISCUSSION:

This was the third presentation of the project to the NEPA/404 merger team. The previous presentation was on September 6, 2012 where concurrence on the Purpose and Need Statement was obtained. The purpose of this third presentation was to obtain concurrence on the Alternatives to be Carried Forward.

The presentation was conducted by Bob Andres of Civiltech Engineering, the project consultant. This is a joint project between the Village of Barrington (Village) and the Illinois Department of Transportation (IDOT) with the Village acting as the lead agency. The project is being funded mainly with a TIGER 2 grant obtained by the Village.

The meeting began with a brief recap of the project and update of the project status. The third Community Advisory Group (CAG) meeting was held in October 2012, and the second Public Meeting was held in November. The previously approved Purpose and Need Statement was presented.

The following Build Alternatives were evaluated:

- Railroad overpass
- Railroad underpass
- Railroad partially raised over partially lowered highway
- Railroad partially lowered under partially raised highway
- Highway overpass

Highway underpass

The railroad overpass would require 2.5 miles of rail elevation change, a railroad runaround during construction, six new railroad bridges, and nearly continuous retaining walls along the railroad. The railroad underpass would result in 3.7 miles of rail elevation change with nearly continuous retaining walls along the distance, and would also require a railroad runaround during construction. In addition, five new highway bridges, one new railroad bridge at the Union Pacific Railroad (UP), and five pump stations would be required. Due to the numerous impacts associated with these alternatives, it was recommended that the railroad overpass and railroad underpass alternatives be dismissed from further consideration.

The alternative to partially raise the railroad results in a half mile of raised rail elevation, and would require that 1,400 feet of U.S. Route 14 be lowered. This work would also require a railroad runaround with temporary at-grade crossings. Partially lowering the railroad would result in over a half mile of lowered rail elevation, while U.S. Route 14 would be raised for 1,900 feet. This would also require a railroad runaround and temporary at-grade crossings, and U.S. Route 14 would also need to be closed for several weeks. Due to the impacts associated with these alternatives, it was recommended that the railroad partially raised and railroad partially lowered alternatives be dismissed from further consideration.

The remaining alternatives are the highway overpass and highway underpass, with the railroad remaining at existing grade. Both alternatives require a wider footprint for U.S. Route 14, necessitating right-of-way acquisition. There are three options to achieve the required width for both the overpass and underpass: widen to the north, widen to the south, or widen to both the north and south. These alternatives were presented, and the impacts involving displacements, right-of-way acquisition, Citizens Park, the Barrington Area Library, and parking were discussed for each. Due to the close proximity of residences on the south side of U.S. Route 14, including the Shorely Woods condominium development, the alternatives to widen U.S. Route 14 to the south as well as widening to both the north and south resulted in significantly more displacements and parking impacts than the alternatives to widen U.S. Route 14 to the north. Therefore, it was recommended that the overpass and underpass alternatives with U.S. Route 14 widened to the north be carried forward, since these alternatives resulted in less impacts than other comparable alternatives.

The intersection of U.S. Route 14 at Lake Zurich Road was discussed next. This intersection is located on a horizontal curve and is unsignalized. There have been many public requests at this intersection for a traffic signal, however the intersection does not currently meet traffic volume requirements for a traffic signal. Furthermore, since there is an existing signal at Berry Road, SRA signal spacing requirements also do not allow for a signal at Lake Zurich Road. During the AM peak hour, there is a high demand of vehicles traveling south on Lake Zurich Road that wish to turn left onto southbound U.S. Route 14. The high traffic volume on U.S. Route 14 makes this left turn movement extremely difficult, therefore many drivers opt to turn right onto U.S. Route 14 and make an immediate left turn onto southbound North Avenue, travel through the neighborhood, and turn right onto U.S. Route 14. If a grade separation were constructed, North Avenue would be disconnected from U.S. Route 14 and left turns onto southbound North Avenue would no longer be possible. This would result in an increase in left turns from Lake Zurich Road onto U.S. Route 14, which would further increase delays on Lake Zurich Road and

the potential for crashes at the intersection.

If a grade separation were constructed, Lake Zurich Road would need to be raised 16 feet or lowered 12 feet to intersect U.S. Route 14 at its current location, requiring large retaining walls in Citizens Park. Instead of changing the elevation of Lake Zurich Road, an option has been developed to realign Lake Zurich Road to intersect U.S. Route 14 at Berry Road. Wetland delineations were recently completed, and it was noted that Lake Zurich Road could be realigned without impacts to existing wetlands. This potential realignment would improve safety by eliminating the existing unsignalized right-angle vehicle conflicts, and reduce the delays for traffic on Lake Zurich Road. However, this option would have substantial impacts to the Barrington Area Library. Due to the benefits, it was recommended that the option to realign Lake Zurich Road be carried forward for further study, in conjunction with the grade separation alternatives.

USACE (Hall) asked if the Purpose and Need Statement should be revised to address the issues at Lake Zurich Road. FHWA (Fuller) stated that they do not feel a revision to the Purpose and Need Statement is necessary, since the potential realignment of Lake Zurich Road would be a result of accommodating the road under a grade separation improvement. With a grade separation, Lake Zurich Road needs to be addressed, either by raising or lowering the elevation of the road to intersect U.S. Route 14 at its current location, or realigning the road to intersect U.S. Route 14 at a different location.

The following Alternatives to be Carried Forward were proposed:

Highway Overpass - Highway Shifted North

Highway Underpass - Highway Shifted North

No-Action

It was also recommended that the realignment of Lake Zurich Road be carried forward for further evaluation in conjunction with all grade separation alternatives.

USFWS, USEPA and USACE concurred with the Alternatives to be Carried Forward.

The next CAG meeting is expected to be held in early April, with the next Public Meeting held later that month. The Alternatives to be Carried Forward will be presented at the meeting.

It was noted that the project is being funded by a federal TIGER 2 grant. There is a sense of urgency associated with these funds as they are essentially “use it or lose it.” If the project is not completed on schedule, the funding can be removed from the project. The completion date for this project is February 2014.

This project will be presented at the June 2013 NEPA/404 merger meeting to provide an update on the results of the Public Meeting. A preview of what the requested Preferred Alternative is expected to be will also be presented and discussed. The Preferred Alternative will be presented for concurrence at the September 2013 meeting.

USACE (Hall) asked what the cost is of the overpass vs. the underpass. Costs have not been calculated yet, but the cost of the underpass is likely higher due to the creek relocation and associated displacements.

USEPA (West) asked if any public meetings have been held yet. Two public meetings have been held, but details on the Alternatives to be Carried Forward, and the impacts associated with them, have not been presented to the public yet.

USACE (Hall) asked if there was any additional information on the historic alignment of Flint Creek near the railroad. No attendees knew of any available information on the historic alignment.

USEPA (West) stated that, although Flint Creek is a low-quality resource in this area, it is high-quality at Cuba Marsh. Civiltech (Andres) agreed, and stated that Flint Creek flows out of Cuba Marsh, therefore potential work to realign the creek would not have adverse impacts on Cuba Marsh.

IDOT (Baczek) asked if there is a flooding problem along the creek. There is a flooding problem upstream of U.S. Route 14, which is due to the constrained area of the creek located south of U.S. Route 14. USEPA (Westlake) asked if the potential realignment of Flint Creek for an underpass would reduce upstream flooding. Civiltech (Andres) responded that it would.

USFWS (Cirton) asked if separate impacts had been calculated for impacts to wetlands and Waters of the U.S. This has not been calculated yet, but will be.

USEPA (West) asked for the Village's opinion of realigning Lake Zurich Road. The Village (Summers) responded that the Village has studied this issue in the past. There were previous studies to realign Lake Zurich Road to intersect Valencia Avenue, however other developments in the area blocked that alignment. USEPA (West) asked if the road could be realigned to intersect U.S. 14 at Berry at a 90 degree angle, however it was noted that would separate the library from its parking lot, which would be unpopular. The Village (Summers) stated that the right-of-way needed to realign Lake Zurich Road had been set aside when Citizens Park was created, and it would be difficult to try to get additional right-of-way from the park at this time.

IDOT (Baczek) asked if the purchase or development of Citizens Park had included LAWCON or other federal funding. The Village (Summers) replied that creation of the park had been locally funded by a tax increase via referendum.

USACE and USFWS requested wetland delineations. USACE (Hall) stated that in general, wetland delineations should always be included with the Alternatives to be Carried Forward submittal package.

USEPA (Westlake) asked if construction of a grade separation would require U.S. Route 14 to be closed. Civiltech (Andres) responded it would not. If an overpass were constructed, one lane of traffic would be able to be staged first on the existing pavement while half of the overpass was constructed, then shifted onto the new overpass pavement while the other half of the structure was constructed. If an underpass were constructed, traffic would be moved to a temporary runaround. Flint Creek would be relocated after traffic was moved to the underpass.

USACE (Hall) stated that an underpass would have a temporary impact to Flint Creek.

However, the final realignment of the creek could be considered mitigation. IDOT (Ruiz) asked if an Individual Permit (IP) would be required, USACE replied that public reaction typically dictates whether an IP is required or not, and noted that USACE is favorable of the new green space along the relocated creek.

IDOT District 1, McHenry County
US 12 Richmond Bypass
Environmental Assessment
Information – Alternatives to be carried forward
ESA – not discussed

DECISIONS:

No decisions were requested and no decisions were made.

NEXT STEPS:

The project team has a public meeting scheduled for the Spring and another TAG meeting is likely to occur within this time period as well.

USFWS will discuss internally and provide a position to IDOT regarding the proposed western alternatives within the proposed Hackmatack boundary.

The project team is anticipating seeking concurrence on alternatives to be carried forward at the June Merger Team Meeting.

The project team will schedule a field review with USACE, USFWS, and USEPA prior to requesting concurrence on alternatives to be carried forward.

DISCUSSION:

This was the fourth NEPA/404 presentation of this project. The previous presentation was on June 15th, 2012 where an overview of the initial range of alternatives, additional alternatives developed since the last meeting and initial alternatives evaluation results related to Purpose and Need (P & N) and environmental impacts were presented.

The consultant made a PowerPoint presentation to the group for informational purposes. The presentation provided:

Brief Project Status Update
Alternatives removed/remaining
Evaluation of remaining east and west bypass options
Next steps

Project Status Update

Subsequent to the previous Merger Team meeting, the project team has been performing additional engineering analysis and coordinating with stakeholders to resolve unanswered questions on select alternatives. For alternatives utilizing existing US 12/IL 173, additional

engineering detail has been added to verify roadway needs and to understand potential impacts of utilizing existing routes. This information was provided to the Village of Richmond for their input. In addition, the team has met with the McHenry County Conservation District (MCCD), Illinois Nature Preserve Commission (INPC) and Technical Advisory Group (TAG) to further the discussion of alternatives on new alignment.

Alternatives removed/remaining

To summarize, the results of the additional analysis and coordination has influenced the desirability of the alternatives to be carried forward in the following manner:

Northwest alternatives removed due to resource agency input (previous determination from June Merger Meeting),

Northeast alternatives removed due to potential nature preserve and residential impacts. INPC stated that they would resist attempts to cross Elizabeth Lake Nature Preserve and buffer areas. Village of Richmond stated that they would not support an alternative that crossed into recently constructed subdivisions if shifted off of the adjacent INPC property.

Central Corridor removed due to large number of floodplain impacts (parallels North Branch of Nippersink Creek)

Keystone Corridor added back due to MCCD input. Keystone Road would be located along the western fringe of the proposed Hackmatack National Wildlife Refuge (NWR) and utilize existing ROW and paved areas.

Remaining alternatives (all utilize existing US 12 north of IL 173)

- Keystone (West)
- Near West (West)
- FAP 420 (West)
- Hunt Club (East)
- Hunt Club Shifted (East)

Evaluation of remaining east and west bypass options

The remaining alternatives will be re-evaluated based on Purpose and Need, environmental criteria, economic development, travel performance and cost. A major consideration for the west side alternatives is the influence of the Hackmatack NWR. For alternatives that are located within the high priority parcels for the NWR, would they be less likely to receive agency approval and, therefore, should be dismissed? This determination needs to be made prior to advancement of alternatives that are located within the refuge boundaries. The Village of Richmond views western alternatives as having more economic benefit than eastern alternatives.

Next steps

A public meeting is scheduled for the Spring and another TAG meeting is likely to be scheduled within this time period as well. The TAG has requested to be informed of NEPA Merger Team input. The Project Team is anticipating seeking concurrence on Alternatives Carried Forward at

the June Merger Team Meeting. The Alternatives Analysis Report is being updated with the latest findings and will be submitted for review shortly.

Discussion

The USFWS has not acquired any of the Hackmatack core area but they would like to acquire it as soon as possible. It is a high priority area.

USFWS stated that they would likely not support any of the western alternatives within the Hackmatack boundary. However, the Keystone Road alternative could possibly work. Additional discussion with supervisory staff is needed to verify this position. The Keystone Road alternative is located along the west fringe of the reserve, with only the southern section of the alignment traversing a portion of the refuge.

USEPA stated that the FAP 420 ROW is problematic (since it travels through the center of high priority Hackmatack NWR core areas).

USEPA questioned whether all of the alternatives meet the P & N?

They all meet the P & N to some degree with some alternatives meeting the needs better than others.

USEPA stated that the Keystone Road alternative would create fewer conflicts within the NWR boundary and that they were comfortable with the further consideration of the Keystone Road alternative.

USEPA questioned whether there were impacts to the wetlands along US 12 east of the IL 31 intersection at the south end of Richmond. These impacts would be the result of intersection improvements needed for the western alternatives.

HRG stated that geometry was developed for this intersection and improvements were tapered back to the existing limits prior to the North Branch of the Nippersink Creek bridge thereby avoiding potential impacts to wetlands in this location.

It was the general consensus of the group that Alternatives Carried Forward should include two eastern alternatives and Keystone Road.

USEPA noted surprise that the western alternatives were not wider at the IL 173 intersection.

HRG stated that more refinements are likely for the geometry to reflect final intersection geometrics and ROW needs. IL 173 also is recommended for realignment to eliminate an s-curve in the alignment. This realignment creates MCCD impacts south of IL 173 and this has been discussed informally with MCCD.

The USEPA stated that they would like to have another field trip to the area before the June NEPA 404 Merger meeting. USFWS agreed as they could not attend the previous one held in 2011.

**IDOT District 1, Will County, IL and INDOT, Lake County, IN
Illiana Corridor
Environmental Impact Statement
Scoping
ESA – field studies and data ongoing**

Scoping Meeting for the Illiana Corridor Tier Two Environmental Impact Statement was held on February 22, 2013 at USEPA's Region 5 office in Chicago, Illinois; participants in the respective state division offices of the Federal Highway Administration in Springfield, Illinois and Indianapolis, Indiana joined the meeting via video conferencing.

The Scoping meeting agenda included the following discussion points:

- Introductions
- Purpose of Meeting
- Environmental Resource Methodology for Tier Two
- Context Sensitive Solutions
- What's Next for You

Opening remarks regarding the purpose of the meeting were provided by M. Fuller, followed by self-introductions of the participants. The meeting was guided by a PowerPoint presentation presented by S. Schilke (copy attached). In the presentation, an overview of the project, NEPA process for review and concurrence, and schedule were summarized and discussed; the methodologies for assessing environmental impacts were then presented. In reviewing the Scoping Document, S. Schilke clarified that comments would be expected on or before March 14, 2013. A review of Corridor B3 was then provided by S. Schilke, highlighting key opportunity areas in proximity to the corridor that would be considered in developing an overall plan of mitigation.

Open discussion followed the presentation and the following questions and/or comments were made:

- S. Hall inquired about the range of alternatives to be evaluated as part of Tier Two, including discrete roadway alignments, alternate interchange layouts, and stream crossings. S. Schilke stated that the preliminary engineering is now underway and those alternative design concepts which merit review will be presented in April.
- S. Hall suggested that a schedule for periodic agency reviews be established, including an opportunity for field review. He also commented that it would be helpful to receive pertinent information in advance. M. Fuller stated that under the circumstances it would be appropriate to schedule monthly meetings, using Web-Ex as appropriate to assist in the review.

- Following general concurrence by the attendees, K. Westlake stated a preference to also schedule these meetings approximately a week after the Corridor Planning Group meetings.
- S. Cirton inquired if the Indiana Bat or other threatened and endangered species field survey results were available, as had been previously requested. S. Hargrove noted that the mussel surveys are complete; however, the report has not been written. She also commented that surveys for the Eastern Prairie Fringed Orchid were conducted, and no species were found. S. Cirton stated further that additional surveys for the Indiana Bat may be needed depending on the sites surveyed by the Illinois Natural History Survey in 2012. S. Hargrove stated that the Indiana Bat survey task is complete, although the report has not been finalized for distribution. No bats were identified during the INHS surveys.
- With regard to wetlands, S. Hargrove indicated that shapefiles of wetland surveys can be provided at this time; however, the data excludes farmed wetlands, large wetland areas and Waters of the US. Discussion followed regarding the importance of the FQA data relative to the Eastern Prairie Fringed Orchid.
- P. Leffler stated that the April timeframe is optimistic to review the wetland data, and sufficient time will be needed in coordinating with the Indiana Department of Environmental Management. Reports should be sent in advance for their review, which would be followed by a field review and verification.
- R. Hommes inquired if protocols including post-construction monitoring of resources will be established for project construction. S. Schilke responded that such protocols could be included in the EIS (in the form of commitments), and/or developed through coordination with regulatory agencies and other stakeholders.
- Following a review of the green infrastructure and context sensitive design opportunities, S Cirton inquired about the availability of design guidelines, and whether the location of the built examples of bifurcated lanes and bridges over streams shown in the presentation could be provided. C. Schulz indicated that these will be compiled and forwarded to the attendees.

The meeting concluded at approximately (4:15 PM).



Tier Two Agency Scoping Meeting

February 22, 2013



Agenda

- Introductions
- Purpose of Meeting
- Project Overview
- Environmental Resource Methodology for Tier Two
- Context Sensitive Solutions
- What's Next for You





Agency Scoping Meeting

Introductions



Agency Scoping Meeting

Purpose of Meeting



Purpose of Meeting



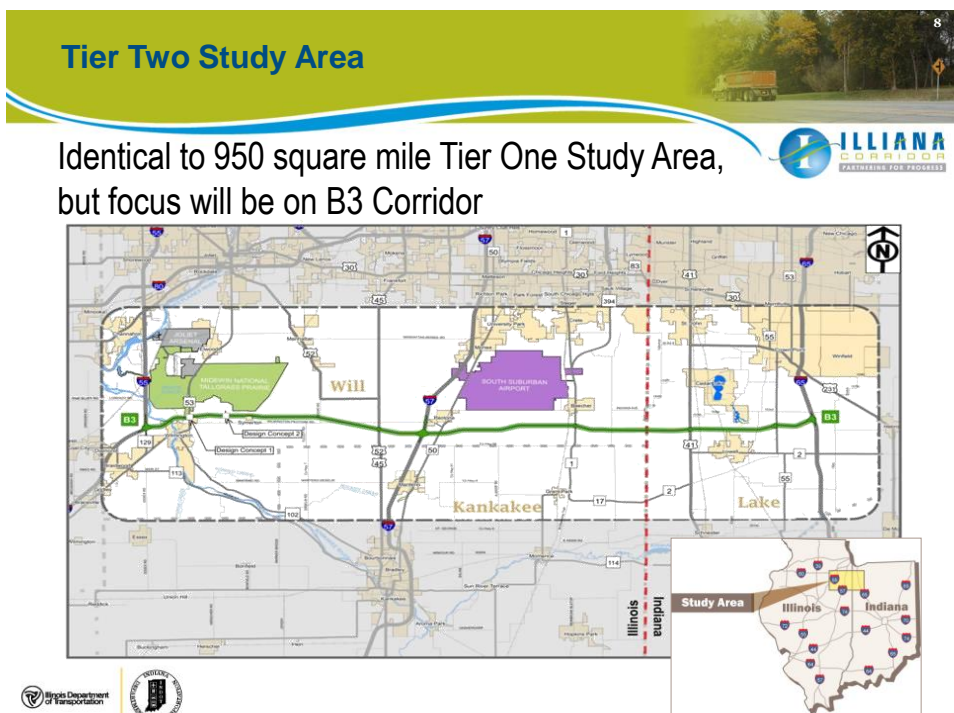
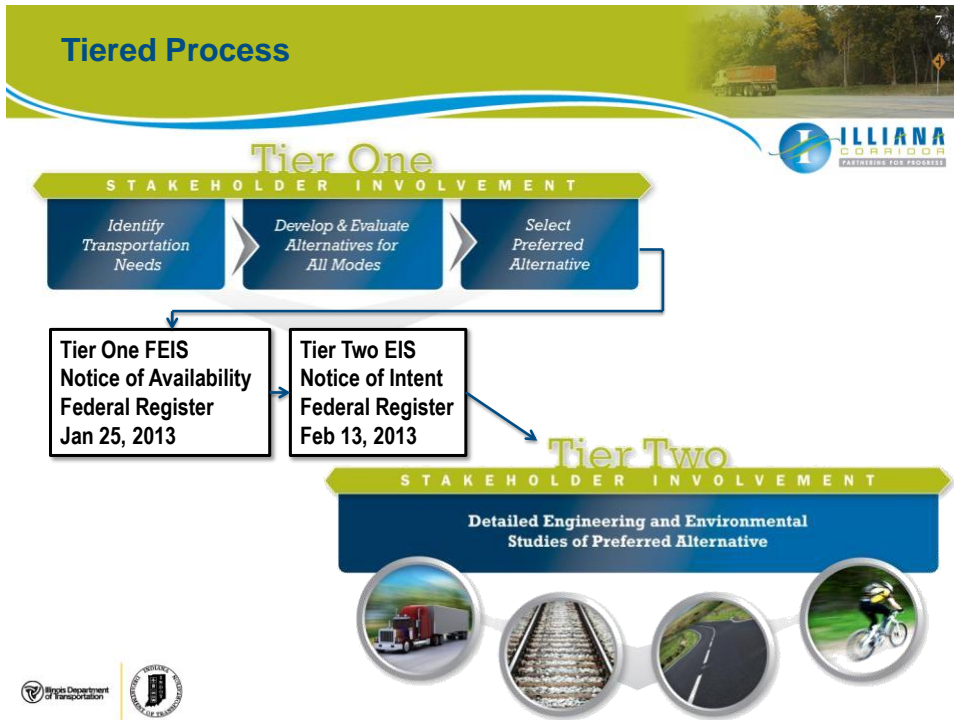
- Provide overview of the project, the process, and schedule
- Get your input on issues or concerns
- Explain the methodology for Tier Two studies
- Identify opportunities for Tier Two stakeholder involvement



Agency Scoping Meeting

Project Overview







Agency Scoping Meeting

Environmental Resource Methodology for Tier Two



Tier Two Methodology

- Tier One emphasized the use of GIS and hard-copy data of existing databases and information
- Tier Two will build upon existing Tier One information with additional field studies and information gathering
- Much of the field work is completed, with additional activities to extend into end of Spring 2013



Tier Two Methodology Scoping Document pg 4-7



- Socioeconomic
- Agricultural
- Cultural Resources
- Air Quality
- Noise
- Energy
- Natural Resources
- Water Resources
- Groundwater Resources
- Floodplains
- Wetlands
- Special/Hazardous Waste
- Section 4(f)
- Special Lands
- Mineral Resources
- Visual Resources
- Indirect and Cumulative



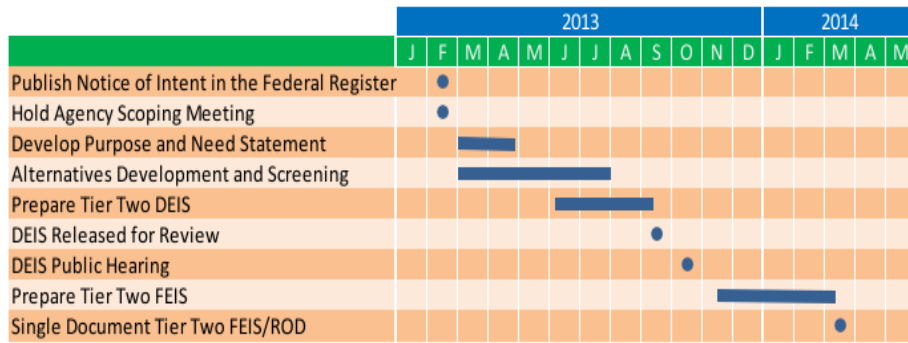
Tier Two Process



- Continuation of Tiered NEPA process
- Context Sensitive Solutions
- Field study and GIS based impact assessment
- Financing strategies for alternatives, including toll financing/public-private partnership is a consideration.
- **Tier Two Outcome:** Preferred Alternative identifying environmental footprint with plan for financing and/or phased implementation



Tier 2 Schedule



Agency Scoping Meeting

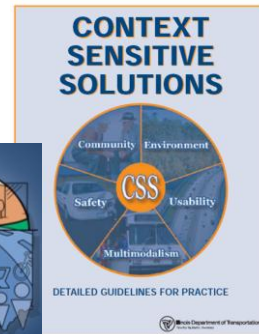
Context Sensitive Solutions



Context Sensitive Solutions



- Study will continue to use a hybrid of both states' CSS process guided by these resources:
 - IDOT CSS Detailed Guidelines for Practice
 - INDOT CSS Implementation Plan



Project Team



PROJECT SPONSORS

IDOT • INDOT • FHWA

CORRIDOR PLANNING GROUP (CPG)

Counties and Municipalities
•
Metropolitan Planning Organizations

TECHNICAL TASK FORCE

Agencies
(i.e. transportation, resource etc.)
•
Communities, Counties, other units of Government
•
Interested Groups
•
Organizations

Similar to Tier One



What is the process and timeline?



Potential Alternatives

- No-Action Alternative
- New Facility in Corridor B3
 - Access Controlled
 - Toll and non tolled options



Potential Alternatives

- Alternatives are anticipated to be located within the 2000 foot corridor
- Exceptions
 - System Interchange areas (ex. I-55)
 - Flexibility to consider “minor excursions” of the Illiana to accommodate newly discovered impacts or to address CSS issues in a way that does not materially increase overall impacts
 - Local system improvements to accommodate access changes



Exceptions will be coordinated with NEPA/404 agencies

Tier Two Purpose and Need

Continuation of Tier One Purpose and Need, with minor changes

Major Purpose and Need points remain the same:

- Improve Regional Mobility
- Alleviate Local System Congestion and Improve Local System Mobility
- Provide for Efficient Movement of Freight



Tier Two Purpose and Need



- Updated to indicate Corridor B3 as the selected alternative of the Tier One Single Document FEIS/ROD
- Updated to indicate the project is funded through the Tier Two EIS, and that further coordination will be needed with CMAP and NIRPC for inclusion in their long-range regional plans
- Added "in a manner consistent with the commitments in the Tier One Record of Decision" to the Purpose statement



Potential Alternatives



- In Tier One, emphasis was on selecting the best 2,000 foot width corridor among a range of alternatives
- In Tier Two, emphasis will be on selecting the best alignment and approximate 400 foot width footprint, and considering alternative design options
- Opportunities along the corridor

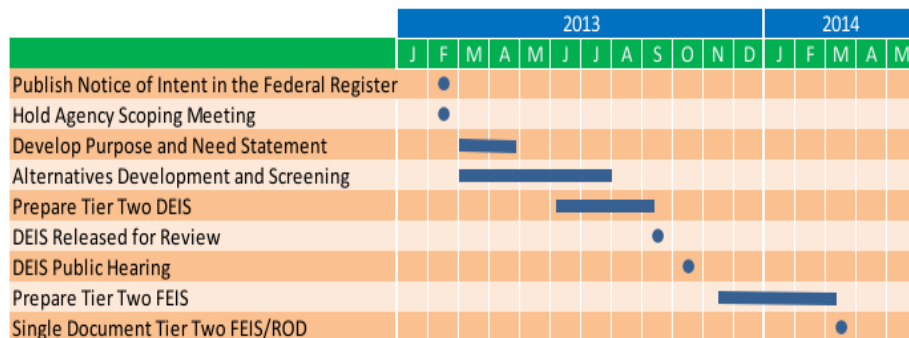


Potential Key Environmental Issues

- Agriculture
- Wetlands
- River and stream crossings
- Threatened & Endangered Species
- Proximity to Midewin
- Indirect /cumulative impacts
- Protected lands
- Range of other community, natural resource, and cultural resource issues



Schedule



Stakeholder Outreach



- Five landowner meetings with over 500 registered attendees



Corridor Planning Group/Technical Task Force

- Elected officials from each community, county, and Metropolitan Planning Organizations
- Role:
 - Assist in environmental and engineering studies
 - Reach consensus at key project decision milestones
 - 5 scheduled meetings – March, April, May, August, December 2013
 - Technical Task Force assists CPG with community and technical knowledge and expertise



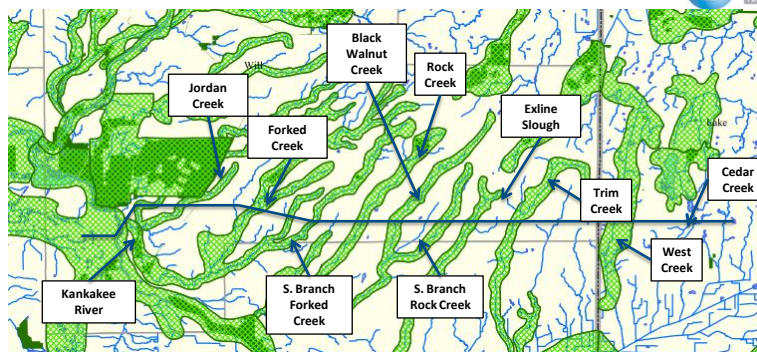
Stakeholder Outreach



Corridor Sustainability and Context Design – Examples of Potential Design Approaches



Potential Key Environmental Issues



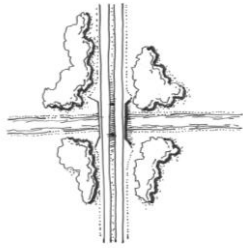
- Green Infrastructure is a part of regional planning as well as environmental regulation and stewardship
- CMAP Draft “Green Infrastructure” plan based on Chicago Wilderness initiative



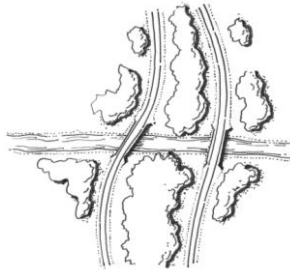
Illiana Corridor Context Design Concepts



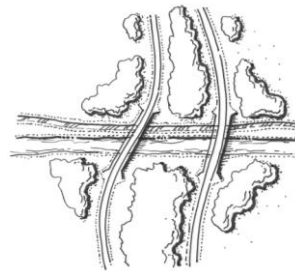
- **Key Design Components Continued**
 - **Introduce Intentional Alignment Meanders and Lane Pair Separations**



- Standard Alignment at Stream Crossing



- Alignment Meander and Lane Pair Separation at Stream Crossing



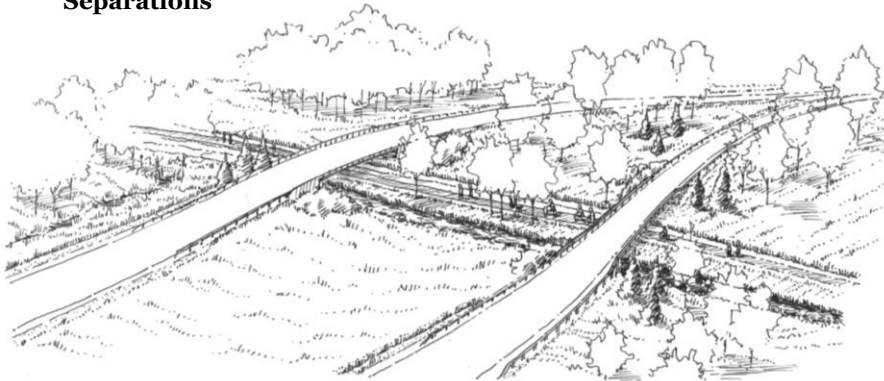
- Alignment Meander and Lane Pair Separation at Stream Crossing and Bicycle/Ped/Wildlife Underpass



Illiana Corridor Context Design Concepts



- **Key Design Components Continued**
 - **Introduce Intentional Alignment Meanders and Lane Pair Separations**



Illiana Corridor Context Design Concepts

• Key Design Components Continued

• Naturalized/Native Planting

- Restore diverse plant ecosystem; native grasses, wildflowers, shrubs, and trees
- Create wildlife corridors with vegetative cover that provides food source and habitat
- Stabilize graded slopes, drainageways, and ponds
- Screen objectionable views and frame and direct attention to positive views
- Soften engineered slopes which cannot meet desired grading parameters
- Vary establishment techniques; whips, cuttings, seeding and nut/seed beds



Corridor Land Use Planning

- Additional CPG/TTF activities have been scoped for communities directly affected by Corridor B3
- Reference Appendix J – “Corridor Land Use Options” from Tier One FEIS
- Facilitation of Land Use planning meetings
- Corridor-wide solutions sought; preservation options to allow consideration of future transportation and non-transportation uses
- 3 corridor-wide land use planning meetings - dates TBD



Potential Alternatives



Roll Map and WebEx Exercise



Agency Scoping Meeting

What's Next for You



Continuation of Bi-State Agency Coordination Program



- Informal contacts during data gathering
- NEPA/Section 404 Concurrence Points:
 - Statement of purpose and need
 - Alternatives for detailed study
 - Preferred Alternative
- Interagency field trip during alternatives screening



Needed from You



- Scoping letter addressing your agency's perspective on:
 - Environmental issues
 - Project alternatives
 - Bi-state agency coordination
- Response to letter requesting cooperating or participating agency involvement
- **Provide both by March 15, 2013**
- Also: review of draft Tier Two Purpose and Need – NEPA/404 concurrence request meeting TBA





Questions?





Illiana Corridor Tier Two Corridor Planning Group (CPG) / Technical Task Force (TTF) Meeting #1 Summary March 14, 2013

CPG/TTF Meeting #1:

The first CPG/TTF meeting for Tier Two was held on March 14, 2013 at the Will County Atrium in Peotone, Illinois from 1:00-3:00 PM.

The meeting included a PowerPoint presentation, which was used to recap Tier One, explain what will happen in Tier Two (Purpose and Need, alternatives, landowner outreach, CSS, next steps). To announce the March 14, 2013 CPG/TTF Meeting #1, an email invitation was sent on March 4, 2013.

The meeting was attended by 63 participants, 59 of which are members of the Corridor Planning Group, or Technical Task Force, as well as the study team and four observers.

Tier One Recap:

Tier One "Single Document" Final EIS/ROD was approved on January 17, 2013, thus ending Tier One and beginning Tier Two. This was the first "single document" in the country approved under new MAP-21 streamlining provisions. The two alternatives determined in Tier One were B3 and "No-Action." B3 was selected as an alternative because it has less environmental impacts, higher travel performance, lower construction costs and greater stakeholder support. These alternatives will be carried forward to Tier Two.

Tier Two:

Tier Two will focus on a 950 square mile study area, the continuation of the NEPA process, Context Sensitive Solutions (CSS), a field study and GIS-based impact assessment and financing strategies with the goal of a preferred alternative and environmental footprint and financing plan. A "Tier Two" schedule was presented, identifying the public involvement/NEPA process timeline.

B3 was presented as being IDOT's -- as well as the Midwest's -- first P3 project that will be either "Design-Build" or "Design-Build-Operate-Maintain." All options (including No-Build) are being analyzed. IDOT presented that with P3, it is a good time to take advantage of TFIA loans for private investors.

Next Steps:

Tier Two next steps include Task Force Workshop #1 (April 2, 2013-tentative), which will cover corridor sustainability and context design and land use; and Task Force Workshop #2 (mid-April), which will recap and finalize; and CPG/TTF Meeting #2 (April 24, 2013-tentative); and two public



meetings #1 (April 16 in Indiana and April 18 in Illinois), which will be preceded by additional input and technical findings, land surveys and property owner meetings.

Questions and Comments

During the CPG/TTF meeting held on March 14, 2013, representatives from local communities and agencies provided comments and/or questions on the development of the Illiana Corridor. Among the topics covered were the following (answers provided by IDOT are in parentheses):

- The estimated overall cost (\$1.3 billion for P3 “Design-Build”)
- The change of zoning for partially-acquired properties (County and/or township (not IDOT/INDOT) will give variance, which is part of the land acquisition process)
- Numbers used in calculating current congestion to justify B3 (Numbers are available for the 950 square mile study area and are available online)
- Next steps in the property study (Environmental surveys, archeological surveys, geo-tech surveys, how to notify land trustees, ground surveys, appraisals)
- Interchange assessments/road closures (Analyze overall costs and delays, cost of utilities, impact to stakeholders, response time calculations, opportunities to change access according to future planning)
- Which stakeholders have provided input (to narrow the alternatives) thus far in the process? (There were 40 meetings with all of the townships affected and approximately 850 landowners. IDOT/INDOT are still in the process of reaching out and a final alternative has not been determined, so there is still time for input)
- Land use plans/projections and road closures (specifically Egyptian Trail, which is a gravel road). Who pays for upgrade? (IDOT/INDOT are not planning land-use for municipalities; opening/closing of roads and interchanges are based on the 40-year projected land-use plans. IDOT/INDOT bases upgrades/roads/interchanges on these projections, not vice-versa. It is done on a case-by-case basis)
- Landowner 24-hour notification process/conflicts (Surveyors will work with landowners on this process, which has worked very well thus far)
- Opportunities for jurisdictions to get funding for land use (IDOT/INDOT has not identified that yet, will provide possible funding sources)
- Will there be help with local municipalities’ land use planning and/or planning workshops? (Land-use planning is not the role of IDOT/INDOT, but they will offer their contractor’s (PB’s) assistance in helping with land use planning. They will meet with communities on future land use planning and use that for input into the corridor-wide plan. IDOT/INDOT is not driving land use, rather they are helping locally as needed. NIPC and CMAP also play a big role in land use planning)
- RFP release (RFP will coincide with Tier 2 ROD)
- Dates and locations of first public meetings (April 16 in Indiana, April 18 in Illinois, 5- 8 pm, locations TBD)



- Calculations of people/stakeholders not in favor (Those calculations are available online and a “No-Build” option still remains an alternative. Either way, now is the time to resolve/discuss issues).

Representatives from the study team were able to provide responses to each question/concern voiced and differentiated between policies within Illinois and Indiana, where applicable. When the presentation and Q&A concluded, attendees were able to view printed and digital maps at four separate stations and ask specific questions from PB and IDOT/INDOT representatives.



Agenda

- Tier One Recap
- What happens in Tier Two?
- Tier Two Purpose and Need
- Identify Range of Alternatives
- Landowner Outreach
- Initial Context Sensitive Solution concepts
- Next Steps



Tier Two





Tier One FEIS/ROD

- Tier One “Single Document” Final EIS/ROD approved January 17, 2013
- First “single document” in country approved under new MAP-21 streamlining provisions



ILLIANA
CORRIDOR
FINAL ENVIRONMENTAL
IMPACT STATEMENT AND
RECORD OF DECISION
January 2013

ILLIANA
CORRIDOR
PRESERVING FOR PROGRESS

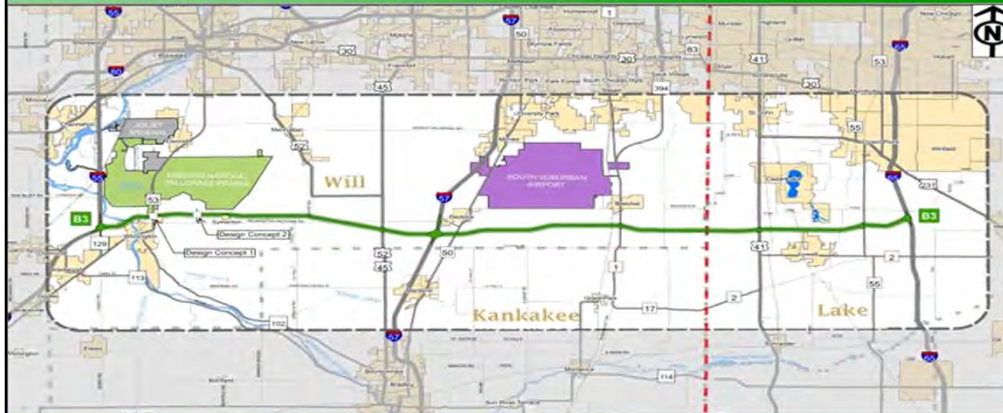
IL/IN CPG/TTF Meeting
#10 | 4

Financing strategies for alternatives, including toll financing/public-private partnership is a consideration.

Single Document (Combined Final EIS/ROD): B3 and No-Action



- Less environmental impacts
- Higher travel performance
- Lower construction costs
- Greater stakeholder support



Alternatives Carried Forward to Tier 2

Alternative B3 preferred alternative and No-Action to carry forward to Tier 2 studies. Corridor B3 has the best balance of fewer impacts to the built and natural environment, higher travel performance, greater stakeholder support, fewer constructability factors, lowest cost, and better design flexibility for avoidance and minimization of impacts as the study proceeds.

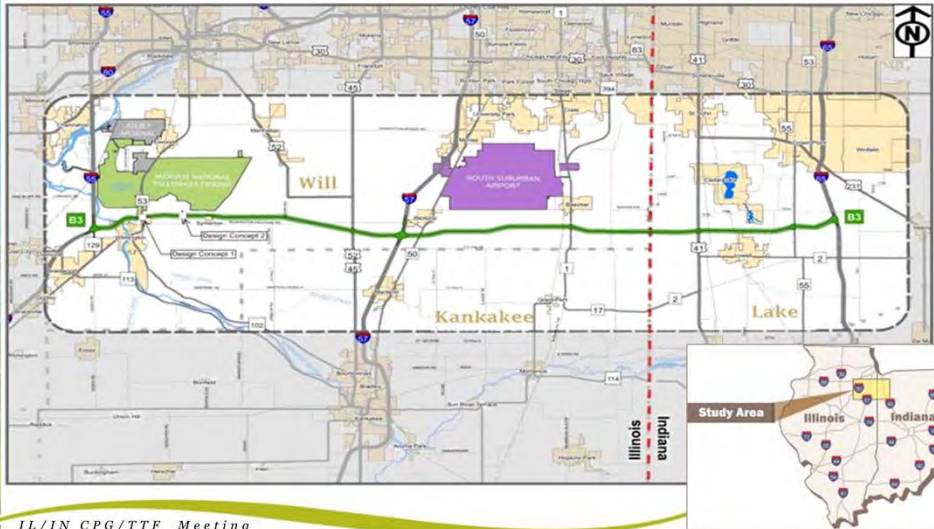
Tier One “Single Document” Final EIS/ROD – January 17, 2013

Notice of Intent: Start of Tier Two

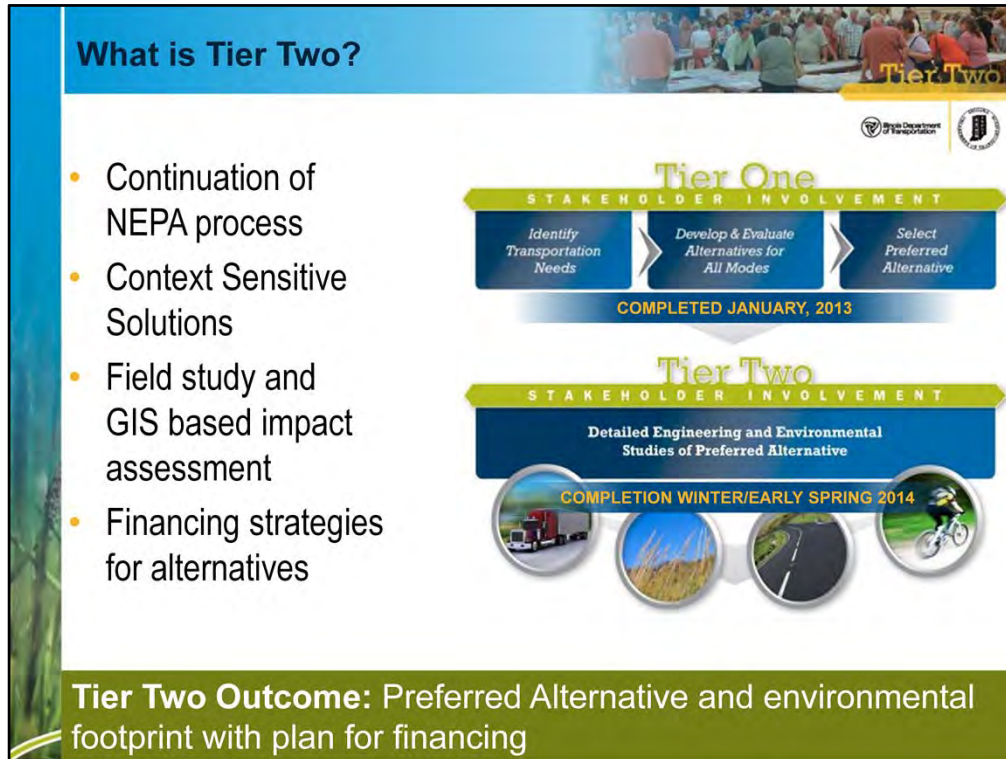


Tier Two Study Area

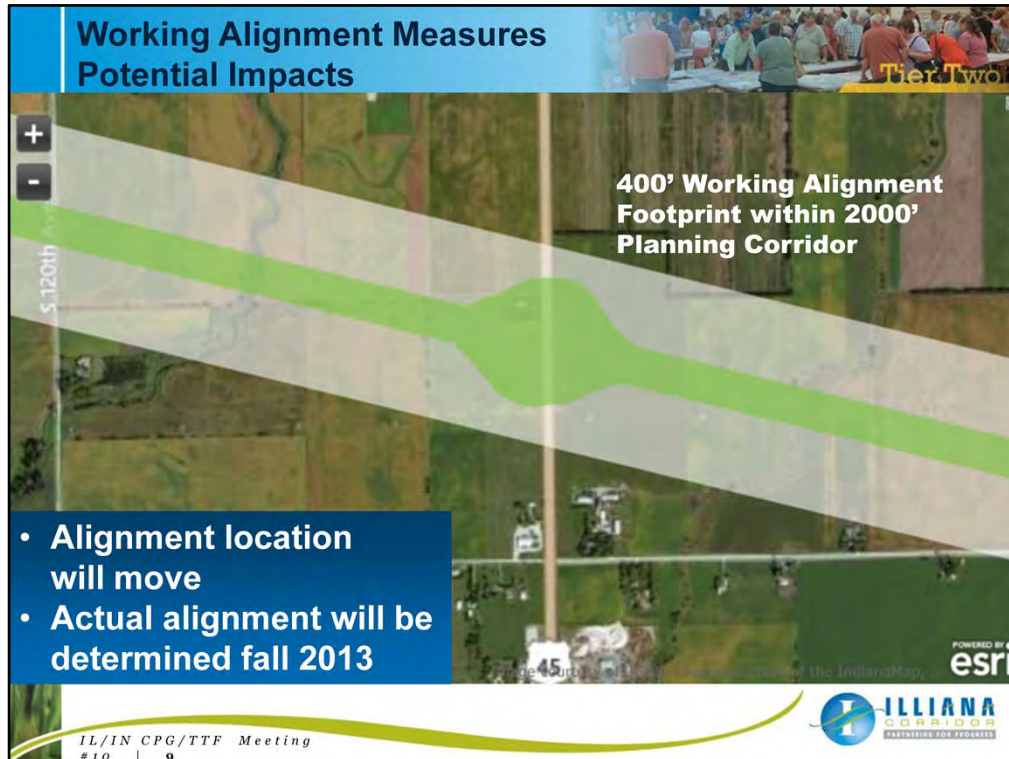
- 950 square mile Study Area
- Tier Two will focus on B3 Corridor



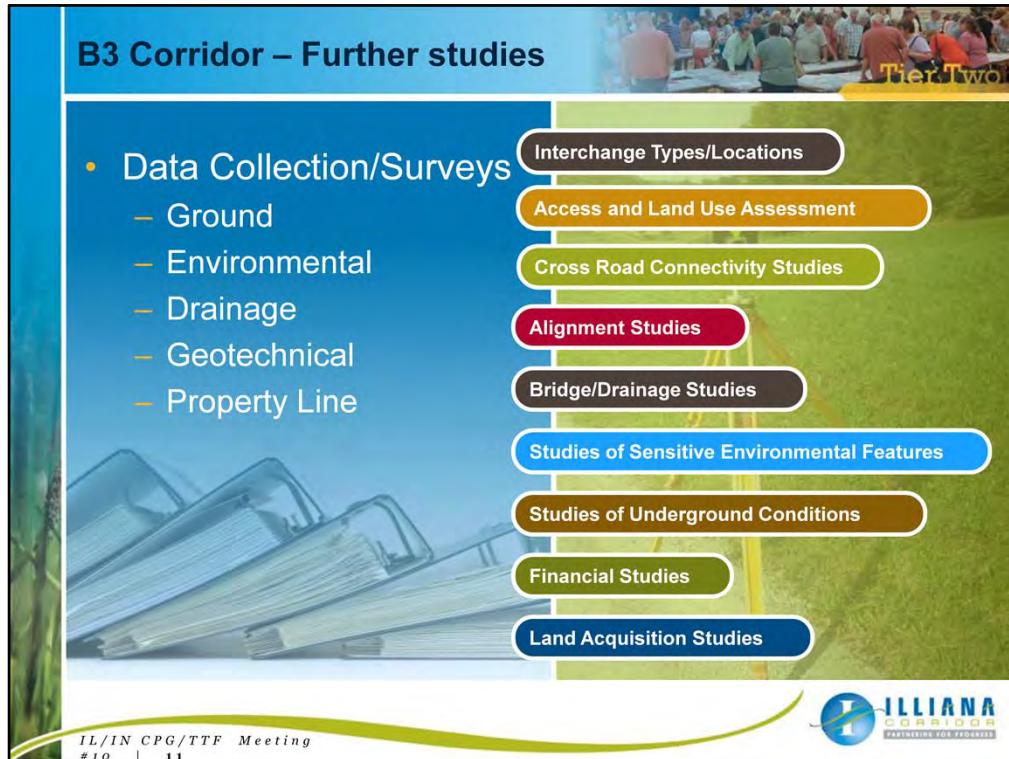
IL/IN CPG/TTF Meeting
#10 | 7



Financing strategies for alternatives, including toll financing/public-private partnership is a consideration.

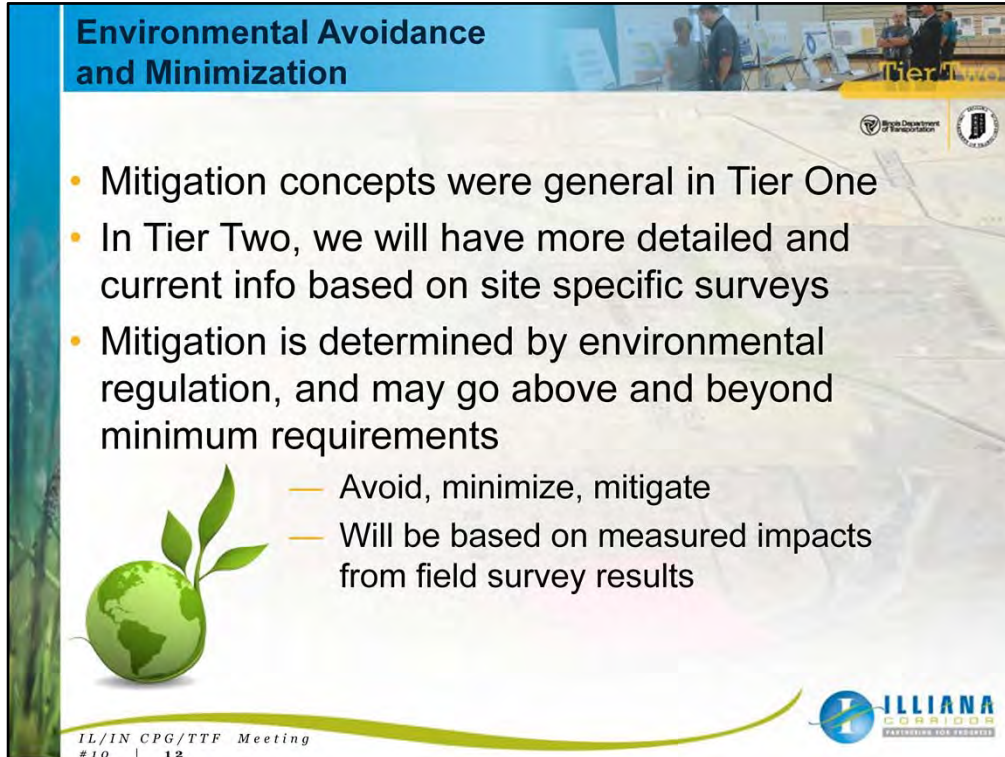


Alignment location will move
Actual alignment will be determined fall 2013




Lot of activities leading to the final recommendation of an alignment.

Environmental Avoidance and Minimization



- Mitigation concepts were general in Tier One
- In Tier Two, we will have more detailed and current info based on site specific surveys
- Mitigation is determined by environmental regulation, and may go above and beyond minimum requirements
 - Avoid, minimize, mitigate
 - Will be based on measured impacts from field survey results



ILLIANA CORRIDOR
PRESERVATION AND RESTORATION

IL/IN CPG/TTF Meeting
#10 | 12

- ***Tier One impacts were determined via best available GIS data***
- Mitigation concepts were general in Tier One (***one specific commitment re: Kankakee River***)
- In Tier Two, we will have more detailed and current info based on site specific surveys ***Wetlands, streams, T&E species, cultural (above and below ground historic resources), forest, others***
- Mitigation is determined by environmental regulation, and may go above and beyond minimum requirements
Avoid, minimize, mitigate
Will be based on measured impacts from field survey results

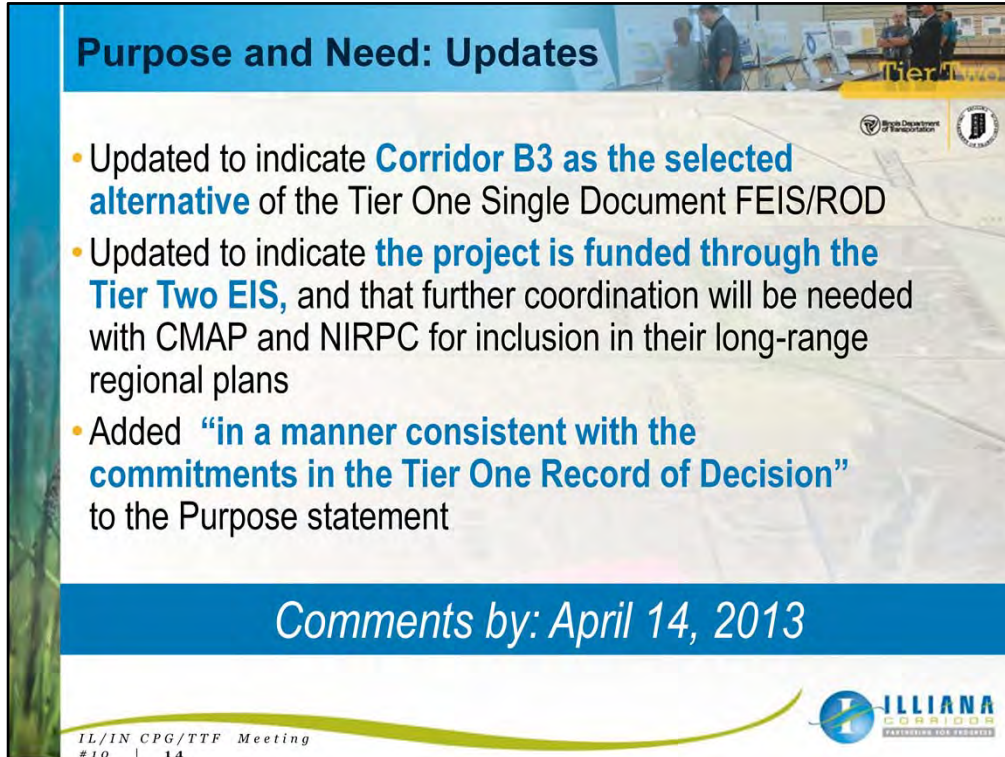
Purpose and Need

Major Purpose and Need points remain the same:

- Alleviate Local System Congestion and Improve Local System Mobility
- Improve Regional Mobility
- Provide for Efficient Movement of Freight



IL/IN CPG/TTF Meeting
#10 | 13



Purpose and Need: Updates

- Updated to indicate **Corridor B3 as the selected alternative** of the Tier One Single Document FEIS/ROD
- Updated to indicate **the project is funded through the Tier Two EIS**, and that further coordination will be needed with CMAP and NIRPC for inclusion in their long-range regional plans
- Added **“in a manner consistent with the commitments in the Tier One Record of Decision”** to the Purpose statement

Comments by: April 14, 2013

ILLIANA CORRIDOR
PRELIMINARY ROUTE PROPOSAL

IL/IN CPG/TTF Meeting
#10 | 14

Request comments by April 14, 2013

Give examples of minor changes:

- Updated to indicate Corridor B3 as the selected alternative of the Tier One Single Document FEIS/ROD
- Updated to indicate the project is funded through the Tier Two EIS, and that further coordination will be needed with CMAP and NIRPC for inclusion in their long-range regional plans
- Added “in a manner consistent with the commitments in the Tier One Record of Decision” to the Purpose statement



Tier Two Range of Alternatives

Illinois Department
of Transportation



- **Alternatives are anticipated to be located within the 2000 foot corridor**
- **Exceptions**
 - System Interchange areas (ex. I-55)
 - Flexibility to consider “minor excursions” of the Illiana to accommodate newly discovered impacts or to address CSS issues in a way that does not materially increase overall impacts
 - Local system improvements to accommodate access changes

Exceptions will be coordinated with NEPA/404 agencies

IL/IN CPG/TTF Meeting
#10 | 16



Tier Two Range of Alternatives

- **Potential Alternatives**

- Access Alternatives
- Variations in mainline alignment – not anticipated to be corridor wide
- Interchange locations or spacing
- Other variations

One-on-One Stakeholder Meetings

Tier Two



Met with
*over 40 agency
stakeholders*
one-on-one, and
*406 parcel
landowners*
since Tier One
ROD.

MUNICIPALITIES

COUNTIES

MPOS

EMERGENCY SERVICE PROVIDERS

SCHOOL DISTRICTS

PROPERTY OWNERS

FOREST PRESERVE / PARK DISTRICTS

INTEREST GROUPS

IL/IN CPG/TTF Meeting
#10 | 18





One-on-One Stakeholder Meetings

What did we hear?

- Input on location of interchanges
- Input on keeping roads open – emergency services, school districts, local and county highway departments (maintenance), agriculture, other local residents
- Swapping “road kept open” locations
- Adding locations of roads kept open
- Frontage roads or relocated roads also are considered
- Need for collaboration with others on land use planning

IL/IN CPG/TTF Meeting #10 | 19

ILLIANA CORRIDOR

- Input on Location of interchanges – ***three additional suggestions in IL beyond what was presented in Tier One EIS (Cedar Road, IL 50, Ashland Ave)***
- Economic analysis provides the first estimate
- Stakeholder input provides additional basis for consideration
- Final determination after public hearing, will continue to seek and evaluate input
- DOT’s may acknowledge which additional locations or swaps are being considered

Landowner Meetings

- Held **five landowner meetings** in February
- Over **850 people** participated
- Presentation and Stations
- One-on-one discussions with study team
- Met their Landowner Relations Representatives



Landowner Meetings

What is the purpose of the Representatives?

- Each landowner assigned a Landowner Relations Representative
- Direct personal contact throughout the process.
- The person who will provide you with **FACTS**. Quickly.



Email correspondence by visiting:

www.illianacorridor.org

and click **Submit a Comment/Question**




IL/IN CPG/TTF Meeting
#10 | 21



Surveying: Access Protocol

- Study data is important to refinement and minimization of impacts
- Team recognize sensitivity of entry
- Notifications of study work have been sent
- Advanced and post notice of work will be provided



IL/IN CPG/TTF Meeting
#10 | 22

Laws Grant Right-of Entry for Study Purposes

- Study Data is Important to Refinement and Minimization of Impacts
- IDOT and INDOT Recognize Sensitivity of Entry
- Notifications of Study Work Have Been Sent
- Study Teams Will Provide Advanced Notice of Work
- Study Teams Will Provide Post Notice of Work

Landowner Meeting: What Did We Hear?

- Opinions on road closures and adverse travel
- Access impacts if partial property is acquired
- Farming impacts if partial property is acquired
- Discovered locations of field tiles, well and septic
- Gathered information on wetlands and flow of water
- Secondary impacts, noise, visual
- Impacts on quality of life
- Overall land acquisition process
- Some willing sellers



- ✓ Happy we involved them in the process and asked their opinions
- ✓ Sincere in the approach to the meetings

IL/IN CPG/TTF Meeting
#10 | 23



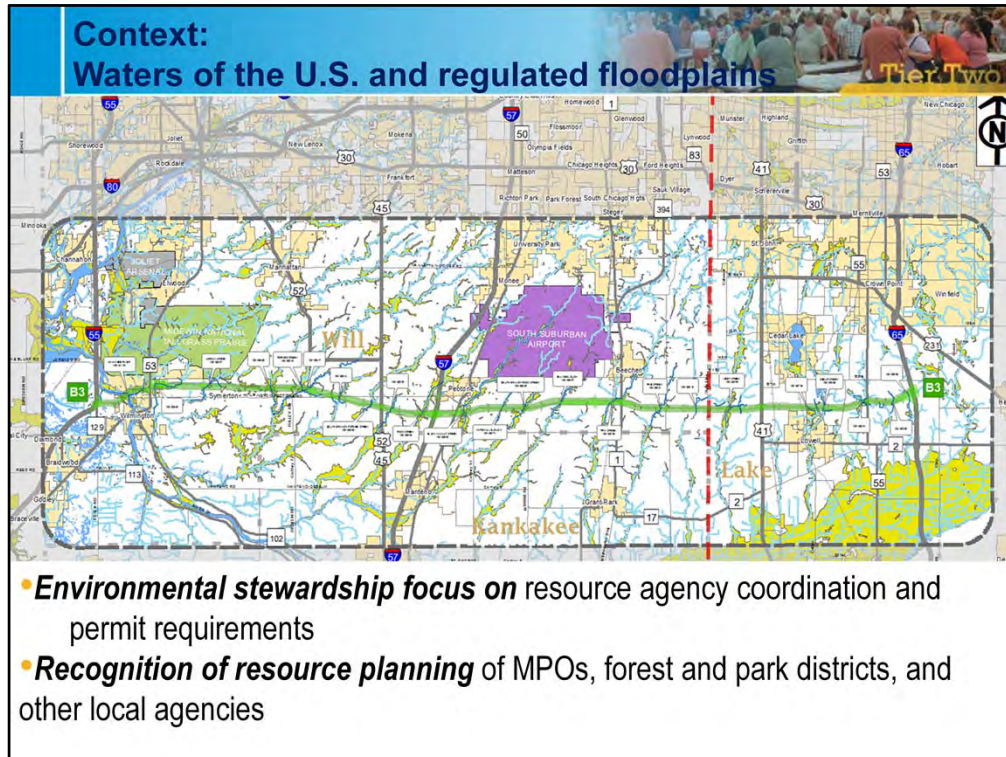
- Dave's fly through
- Address both the economic analysis
- First cut of additions/swaps based on stakeholder contact
- **NOTE: Need to solidify approach to additions/swaps in IN – IL is sorted out at this point**



Flexible design is being sought
Goal is to avoid, minimize impacts and mitigate

Corridor Sustainability and Context Design



- **Midewin area** design workshop – first, but other areas will be explored
- **West Creek** and **Cedar Creek** also anticipated to need additional design input
- **Overall corridor theme(s)**
 - **Distinct areas of project - west end** (Midewin, Historic 66, Kankakee River, Wauponsee Trail); **middle** (agricultural, green infrastructure elements); **east end** (rolling terrain, streams/creeks, some wooded area, more populated)




The study team is focusing on environmental stewardship thru resource agency commitments and permit requirements.

NEPA/404 Meeting 11/8/12
Tier Two

What is INVEST?


- FHWA's Sustainable Highway Self-Evaluation Tool – INVEST (**I**nfrastructure **V**oluntary **E**valuation **S**ustainability **T**ool)
- Web-based tool to evaluate the sustainability of projects and programs
 - Identify and recognize above-and-beyond efforts towards sustainability
 - Considers the full lifecycle of projects
 - Can evaluate System Planning, Project Development, or Operations and Maintenance
- I-LAST (**I**llinois-**L**ivable **A**nd **S**ustainable **T**ransportation)
 - Focus on sustainable results to highway projects
 - Simple and efficient method of evaluating transportation projects



IL/IN CPG/TTF Meeting
#10 | 28

Will be based on measured impacts from field survey results

“System Planning” is most related to state or MPO overall planning. “Project Development” would be used on individual projects. “O&M” is related to facilities once they are built. All three have some applicability to Tier 2, but most focus will likely be on Project Development.

I-LAST

- Focus is on practices that have the potential to bring sustainable results to highway projects
- Provides for the establishment of a simple and efficient method of evaluating transportation projects with respect to livability, sustainability, and effect on the natural environment.

NEPA/404 Meeting 11/8/12

INVEST Scorecard

Tier Two

- Project Development module contains six scorecard options
- The total points a project earns can be compared to a number of “achievement levels.” These achievement levels have been set initially, but have not yet been finely calibrated.

Achievement level		Fraction of Total Points Possible	Points Required				
			Paving	Basic Rural	Extended Rural	Basic Urban	Extended Urban
	Platinum	60%	34	57	69	63	76
	Gold	50%	29	48	58	53	63
	Silver	40%	23	38	46	42	50
	Bronze	30%	17	29	35	32	38

1L/1N CPG/TTF Meeting #10 | 29

Project Development by Criteria Scorecard

	Paving	Urban Basic	Urban Extended	Rural Basic	Rural Extended	Custom Core Criteria ¹
PD-1 Economic Analyses		✓	✓	✓	✓	✓
PD-2 Life-Cycle Cost Analyses	✓	✓	✓	✓	✓	✓
PD-3 Context Sensitive Project Development	✓	✓	✓	✓	✓	✓
PD-4 Highway and Traffic Safety	✓	✓	✓	✓	✓	✓
PD-5 Educational Outreach	✓	✓	✓	✓	✓	✓
PD-6 Tracking Environmental Commitments	✓	✓	✓	✓	✓	✓
PD-7 Habitat Restoration	✓	✓	✓	✓	✓	✓
PD-8 Stormwater	✓	✓	✓	✓	✓	✓
PD-9 Ecological Connectivity		✓	✓	✓	✓	✓
PD-10 Pedestrian Access	✓	✓				
PD-11 Bicycle Access	✓	✓				
PD-12 Transit & HOV Access	✓	✓				
PD-13 Freight Mobility		✓			✓	
PD-14 ITS for System Operations	✓	✓			✓	
PD-15 Historical, Archaeological, and Cultural Preservation	✓	✓	✓	✓	✓	✓
PD-16 Scenic, Natural, or Recreational Qualities		✓	✓	✓	✓	
PD-17 Energy Efficiency	✓	✓	✓	✓	✓	✓
PD-18 Site Vegetation		✓	✓	✓	✓	✓
PD-19 Reduce and Reuse Materials	✓	✓	✓	✓	✓	✓
PD-20 Recycle Materials	✓	✓	✓	✓	✓	✓
PD-21 Earthwork Balance		✓	✓	✓	✓	
PD-22 Long Life Pavement Design	✓	✓	✓	✓	✓	✓
PD-23 Reduced Energy and Emissions in Pavement Materials	✓	✓	✓	✓	✓	✓
PD-24 Contractor Warranty	✓	✓	✓	✓	✓	✓
PD-25 Construction Environmental Training		✓	✓	✓	✓	✓
PD-26 Construction Equipment Emission Reduction	✓	✓	✓	✓	✓	✓
PD-27 Construction Noise Mitigation		✓	✓			
PD-28 Construction Quality Control Plan	✓	✓	✓	✓	✓	✓
PD-29 Construction Waste Management	✓	✓	✓	✓	✓	✓
Total Number of Criteria in Scorecard	32	24	29	21	25	18

1 - Indicates the core criteria that must be included in the custom scorecard. The user may choose to omit additional criteria as desired.

There are 5 standard scorecards plus Custom for projects that do not fit the other 5 scorecard types. The Extended Rural Scorecard would be most applicable to Illiana.

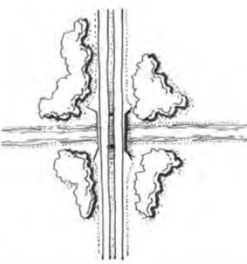
The Extended Rural Scorecard has 29 scoring criteria. The Custom Scorecard starts with a set of 19 non-negotiable, core criteria that must be included as part of the score. Additional criteria can be added as needed. There are no achievement levels associated with the Custom Scorecard.

Generally, the distinction between rural and urban should be made by an agency's planning department. If needed, a project could use the [2010 Census Urban and Rural Classification](#) to determine the “urban” classification.

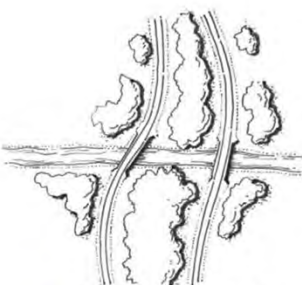
Illiana Corridor Context Design Concepts Toolbox

Key Design Components Continued

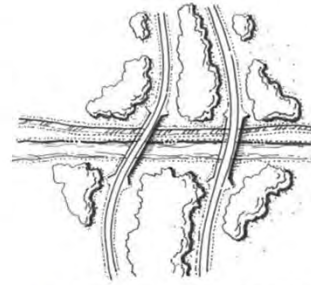
- **Introduce Intentional Alignment Meanders and Lane Pair Separations**



Standard Alignment
at Stream Crossing



Alignment Meander
and Lane Pair
Separation at Stream
Crossing



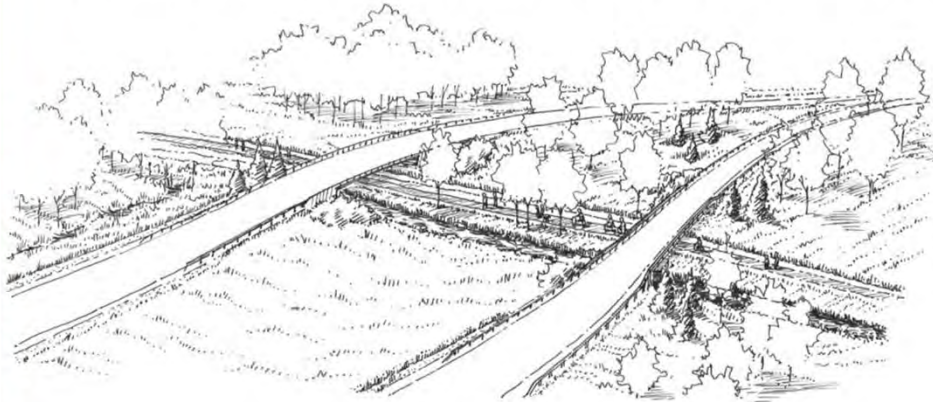
Alignment Meander and
Lane Pair Separation at
Stream Crossing and
Bicycle/Ped/Wildlife
Underpass

IL/IN CPG/TTF Meeting
#10 | 30

Adapt to areas within corridor.
Flexible design is being sought
Options 2 & 3 will be introduces in environmentally sensitive areas
Goal is to avoid or minimize impacts

Key Design Components Continued

- **Introduce Intentional Alignment Meanders and Lane Pair Separations**



Illiana Corridor Context Design Concepts Toolbox

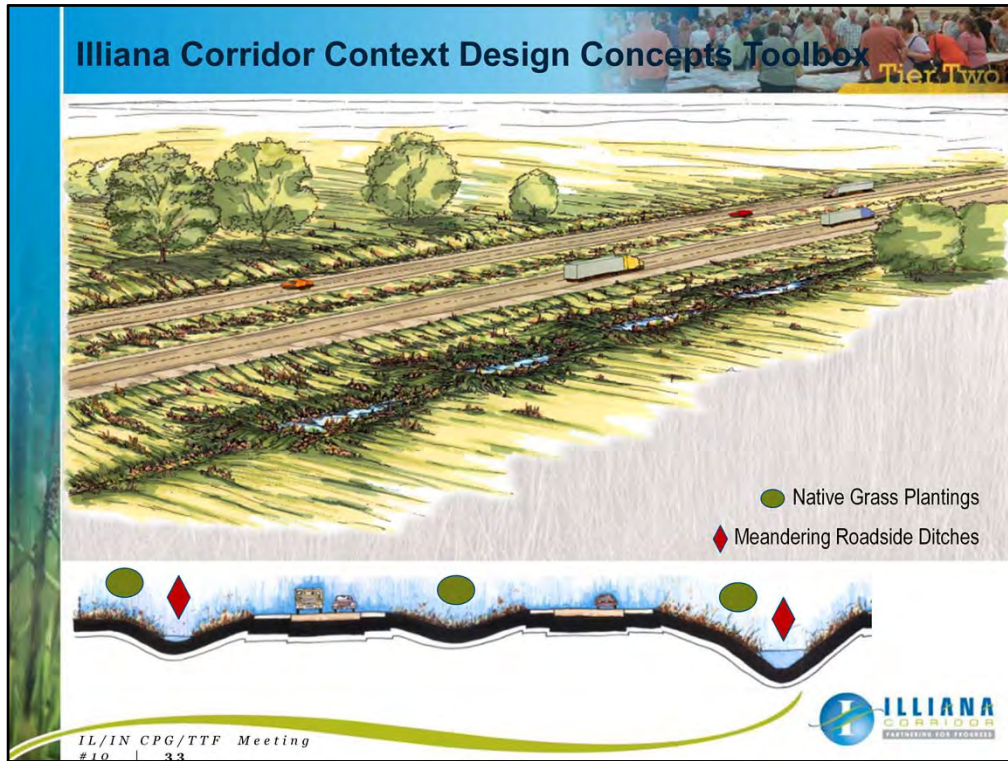


Key Design Components Continued

- **Naturalized/Native Planting**

- Restore diverse plant ecosystem; native grasses, wildflowers, shrubs, and trees
- Create wildlife corridors with vegetative cover that provides food source and habitat
- Stabilize graded slopes, drainageways, and ponds
- Screen objectionable views and frame and direct attention to positive views
- Soften engineered slopes which cannot meet desired grading parameters
- Vary establishment techniques; whips, cuttings, seeding and nut/seed beds







Corridor Land Use Planning





- The state DOTs do not control land use
- “Corridor Land Use Options” from Tier One FEIS
- Facilitation of Land Use planning meetings
- Corridor-wide solutions sought
- Preservation options to allow consideration of future transportation and non-transportation uses
- 3 corridor-wide land use planning meetings – **dates TBD**



IL/IN CPG/TTF Meeting
#10 | 35

- Additional CPG/TTF activities have been scoped for communities directly affected by Corridor B3
- The Illiana Corridor study is offering facilitation of land use planning
- Voluntary effort – outreach to municipalities, counties and MPO’s for cooperative land use planning
- Based on ideas brought forth in Tier One EIS Appendix J----**Reference Appendix J – “Corridor Land Use Options”** from Tier One FEIS



Driver for Jobs & Economic Development



- Need jobs now
- Many regional benefits beyond the corridor
- Funding is tight – P3 represents new investment dollars
- P3 transfers risk/cost to the private sector
- State owns the land. Private sector lease
- P3 has a public investment/public benefits

Deliver Local Benefits **FASTER**

Tier Two

- Short-term Jobs/Economic
 - 9,000 construction jobs (in job years)
 - \$1.4 billion in short-term construction economic output.
- Long-term Jobs/Economic
 - 28,000 jobs (in job years under tolled scenario) due to travel time savings
 - Additional long-term economic estimated to be \$3.9 billion (under tolled scenario).
- Other benefits
 - State and local tax revenues, and auto operating cost savings.
 - Reduction of tax funds needed for project
 - New funding source

ILLIANA CORRIDOR
TRANSFORMING THE REGION

IL/IN CPG/TTF Meeting
#10 | 38


Economic output represents the productivity of the region measured by the value of goods and services produced.

The long-term is defined as a 30-year period between 2018 and 2048


Funding and Implementation Options
Tier Two

Traditional Funding with:

- Map 21 Increased TIFIA funding
- IDOT & INDOT exploring innovative finance mechanisms to fund this project
- Public Private Partnership




IL/IN CPG/TTF Meeting
 #10 | 39



With completion of the Tier Two NEPA studies, other factors may influence the project implementation strategy, such as project delivery and procurement options, as well as funding opportunities and strategies. Within the sections of independent utility for which Tier Two NEPA studies are completed, project implementation may further occur in stages based on sections of operational independence as necessitated by these other factors.

IDOT and INDOT are exploring the opportunities offered in the recent federal authorization for MAP 21. They are also considering traditional implementation options and new ones that emerge from public private partnership programs.



Examples of P3

- Presidio Parkway (California)**
 - Recognized by FHWA as a National Model
 - 18% of contracts awarded to San-Fran based certified SBAs
 - Frees up state funds while improving aging infrastructure
- I-595 (Florida)**
 - Estimate with traditional funding: 20 years; estimate with P3 funding: 5 years
 - Estimated 30,000 local jobs
 - Estimated \$1 million per day injected into local South Florida economy
- Ohio River Bridge (Indiana/Kentucky)**
 - Created 4,000 local jobs
 - 10% DBE contractors
 - Significant less impact on states' debt load and credit rating
 - Secure private-sector funding backed by state funding and toll revenues

ILLIANA CORP. CONSTRUCTION FOR THE FUTURE


IL/IN CPG/TTF Meeting #10 | 40

Presidio – phase II was P3 netting \$91 million to concessionaire upon completion. Faced with an aging infrastructure and a significant budget deficit, the State of California needs innovation in project financing to help provide for the future of its infrastructure.



I-595 (FL) -- In 1991, Florida recognized the need to infuse private resources into its highway construction projects, as well as the need to provide “safe, convenient, and economical transportation facilities” to the general public by implementing P3 in many FDOT projects

Ohio River Bridge – KY used tax exempt toll bonds; IN used payment concession model.

Bi-State Outreach on P3



Tier Two



- Starting P3 consideration with outreach
- P3 industry participants
- Agencies
- Construction/Engineering/Labor Industries
- Local Government
- General Public

ILLIANA CORRIDOR
PARTNERSHIP FOR PROGRESS

IL/IN CPG/TTF Meeting
#10 | 41


Just as we have integrated other activities we will continue to integrate the P3 considerations

P3 FAQ's

Tier Two

Illinois Department of Transportation

- How can this be a public project when private investors may be involved?
- Why doesn't the DOT just build it?



ILLIANA CORRIDOR
PARTNERSHIP FOR PROGRESS

IL/IN CPG/TTF Meeting
#10 | 42

- #1. The land and the roadway are owned by the State, and leased to the P3 vendor.
Funding Source
- #2. No funding source

P3 Development Steps



Tier Two



IL/IN CPG/TTF Meeting
#10 | 43

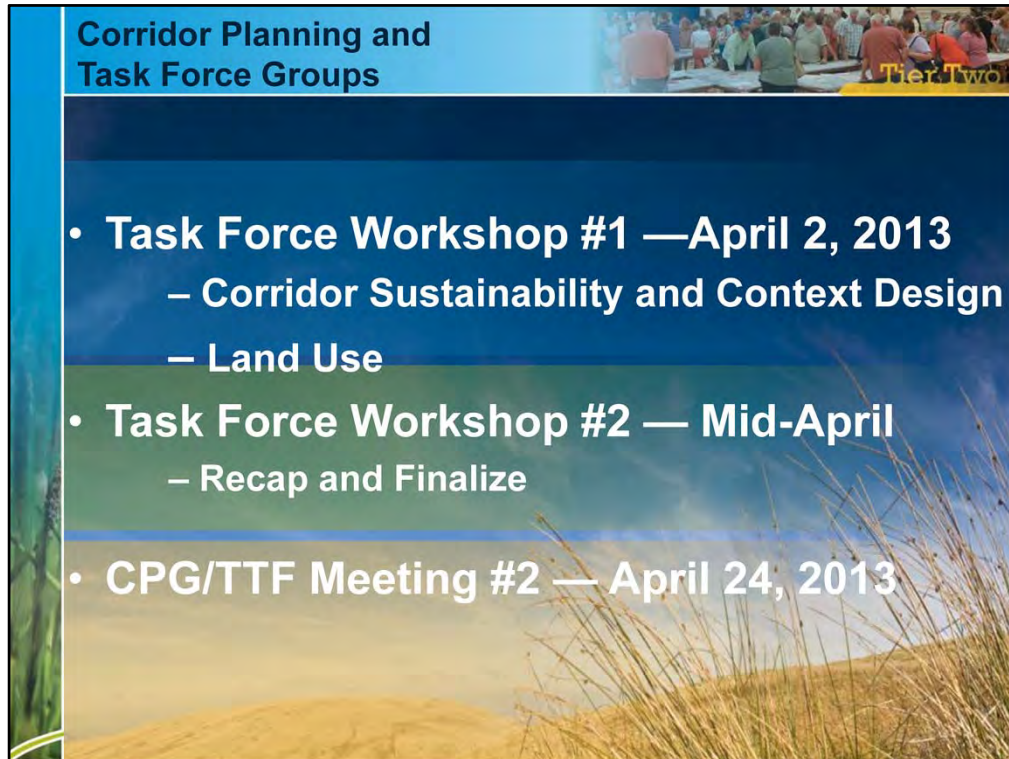


Overall Illiana Corridor Schedule

Tier Two







NOTE: We will aim to have a date solidified in time to insert into the PPT next week.

Groups:

- **CSS**
 - Need to obtain input on the overall look and feel of the Illiana Corridor. Development of a corridor wide theme and thematic elements.
- **Land Use**
 - Need to get local land use jurisdictions to adopt the Illiana in their land use or comprehensive plans.
 - Invitations to the Task Force meeting will be forth coming for a date later in the month.
 - This Task Force should consist of folks who can provide educated input and make decisions about demographics data, land use policies, plans and implementation.

Next Steps

- Gather input and additional technical findings
- Land surveys continue
- Property owner on-site meetings



Tier Two Public Meeting #1:
April 16th INDIANA
April 18th ILLINOIS



Illiana Corridor Project Tier Two Public Meeting #1 Short Summary - Illinois

The first public meeting for the Second Tier of the Illiana Corridor Project was held on Tuesday, April 16, 2013 at the Peotone High School, 605 W North Street in Peotone, Illinois from 5–8 PM. The meeting was an open house format with a continuous PowerPoint presentation, exhibit boards for review, large scale aerials of the study area and a question and answer session to which meeting attendees provided comments, suggestions, issues and concerns. The meeting was attended by **294 people**, and **46 comment forms** were received.

The following public officials were in attendance:

- Congressman Kinzinger Office: Matt Gross
- Will County State's Attorney's Office: Mary Tatroe
- Peotone Township: David W. Cann
- Village of Crete: John Rzymiski
- Village of Peotone: Rich Duran
- Will County: Herb Brooks, Jr., Alicia Hanlon, Don Moran
- Wilmington City Council: Helen Hoppe Davy
- Will Township: Warren Asbrand
- Wilmington Township: John Cairns, Jr.
- City of Wilmington: Marty Orr
- Village of University Park: Ross Burgess
-

Additional agencies/organizations represented included:

- Illinois Tollway: Adam Lintner
- Great Lakes Regional Organizing Committee: Alberto Alfuro
- Chicago Labor-Management Cooperation Committee: Ed Barry
- Openlands: Stacy Meyers
- Lamping Farm, LLC: Helen Lamping
- Good Shepherd Lutheran Church: Pastor Anthony Williams
- Laborers International Union of North America: Ed Kulcher
- LMCC - Laborers' District Council of Chicago and Vicinity: Marty Kemperda, Steve Stoyholt

- Midwest Truckers Association: Don Schaefer
- Midewin: Bob Hommes, Wade Sprang
- Manhattan Fire Dept: Dan Forsythe
- Wilton Township Highway Comm.: Ray Nugent, Jr.
- Shoreline Aggregate: Mark Norville
- Ecomonic Alliance Kankakee Co: Mike VanMill
- New Lenox Area Historical Society: Mark & Diane Batson
- USDA Natural Resources Conservation Service (NRCS): Randy Edwards
- Move-On.Org: H. Rom Hatman
- The Will-South Cook Soil and Water Conservation District: Neil Pellman
- League of Illinois Bicyclists: Al Sturgies
- FHWA: Dennis Bachma
- Wilmington Fire Protection District: John Cairns
- Wilmington Planning & Zoning: Joel Buza
- Shut This Airport Nightmare Down (STAND): Anthony Rayson
- Crete Township Planning Commission: John Rzymiski
- Various engineering and construction companies

The following Media were represented:

- Will County News: Ann Baskerville
- Illinois Agri News: Jeannine Otto
- Free Press Newspapers: Pam Monson
- WVLI Radio: Ken Zyer
- The Daily Journal: Lee Provost
- WPAL TV: Mike Margraf
- Farmers Weekly Review: Nick Reiher
- Chicago Tribune: Rich Wronski
- SunTimes Media: Brett Rueman
- Corner Stone Media: Karen Haan
- Herald News: Cindy Cain
- The Daily Journal: Lee Provost

The **46 comment forms** submitted covered a variety of topics, with the most predominant themes including:

- **No-Build Alternative**
- **Support of project**
- **EMS Route Concerns**
- **Overpass Suggestions & Concerns**
- **Preference for the Illiana Corridor to be located further south than the B3 Alternative**

- **Funding**

Additional comment topics included funding questions, details regarding how to minimize noise pollution, further planning details of proposed route, animal habitat and migration effects, and additional alternative suggestions.



Illiana Corridor Project Tier Two Public Meeting #1 Short Summary - Indiana

The first public meeting for the Second Tier of the Illiana Corridor Project was held on Thursday, April 18, 2013 at Lowell Middle School, 19250 Cline Avenue in Lowell, Indiana from 5–8 PM. The meeting was an open house format with a continuous PowerPoint presentation, exhibit boards for review, large scale aerials of the study area and a question and answer session to which meeting attendees provided comments, suggestions, issues and concerns. The meeting was attended by **384 people**, and **18 comment forms** were received.

The following public officials were in attendance:

- Lowell Town Council: Craig Earley, Bob Philpot,
- Lake County Commissioner: Gerry Scheub
- Lake County Council: Eldon Strong
- Town of Schneider: R.E. Ludlow
- City of Crown Point: Christopher Meyers
- Cedar Creek Advisory Board: President Marcia Quale

Additional agencies/organizations represented included:

- McColly Real Estate: Barbara Bialon
- Gardens on the Prairie: Wayne Gruber
- Lake County Farm Bureau: Wayne Wietbrock
- Beam, Longest, & Neff, LLC, Consulting Engineers & Land Surveyors: Mark Eckert
- Professional Pilots Inc.: David Sutton, Pat Sutton
- Bryant Farm Inc.: John H. Bryant
- Hutchinson Engineering Inc.: Jim Piekarczyk
- Dunelands Sierra Club: Sandy O'Brien
- Short Elliot Hendrickson, Inc.: Joe Trtan, Rich Oman
- Indiana University Northwest: Sam Sivam
- Walsh Construction: Marc Arena
- FHWA: Joyce Newland, Lou Haasis, Karen Bobo

- Indiana, Illinois, Iowa Foundation for Fair Contracting (III FFC): Ron Kurmis, Marcella Kunstek
- URS: Gary Mroczka
- NIRPC: Gary Evers
- Lake Delcarlia Real Estate: Martha Coakley, Jeane Coakley
- Sever Storey: Jordan Walker
- Kankakee County Planning Department: Delbert Skimerhorn

The following Media were represented:

- Radio One Communications: Jay Stevens
- Lowell Tribune: Angie Fletcher
- Post Tribune: Carrie Napoleon
- Northwest Indiana Times: Keith Benman
- WBEZ: Michael Puente
- Lakeshore Public Television: Sarah Holst

The **18 comment forms** submitted covered a variety of topics, with the most predominant themes including:

- **No-Build Alternative**
- **Flooding Concerns**
- **EMS Route Concerns**
- **Overpass Suggestions & Concerns**
- **Preference for the Illiana Corridor to be located further south than the B3 Alternative**
- **Funding**

Additional comment topics included drinking water concerns, noise pollution, school bus routes, Indiana taxes in regards to EMS, and Peotone Airport opposition.

Tier Two Illinois/Indiana Public Meeting #1

April 16th and 18th, 2013

Tier Two



Purpose of Today's Meeting



- What happened in Tier One?
- B3 Corridor and No-Action move forward
- What happens in this next tier?
- Stakeholder Outreach
- Initial Visual Concepts
- Next Steps

Tiered Environmental Process

Tier Two

Illinois Department
of Transportation



Tier One

STAKEHOLDER INVOLVEMENT

*Identify
Transportation
Needs*

*Develop & Evaluate
Alternatives for
All Modes*

*Select
Preferred
Alternative*

COMPLETED JANUARY, 2013

Tier Two

STAKEHOLDER INVOLVEMENT

**Engineering and Environmental
Studies of Preferred Alternative**



COMPLETION WINTER/EARLY SPRING 2014

Why does this Region need a new facility?

Tier Two

Region (18 Counties)



VITAL NATIONAL LINK

KEY INTERMODAL LOGISTICS AREA

What was accomplished in Tier One?

Tier Two



Tier One: Public Involvement Efforts



- *6 public meetings* – 2,400 attended
- *2 public hearings* – 1,800 attended
- *10 Corridor planning group meetings*
- *Over 9,000 newsletters* distributed

130+
Small group
Meetings

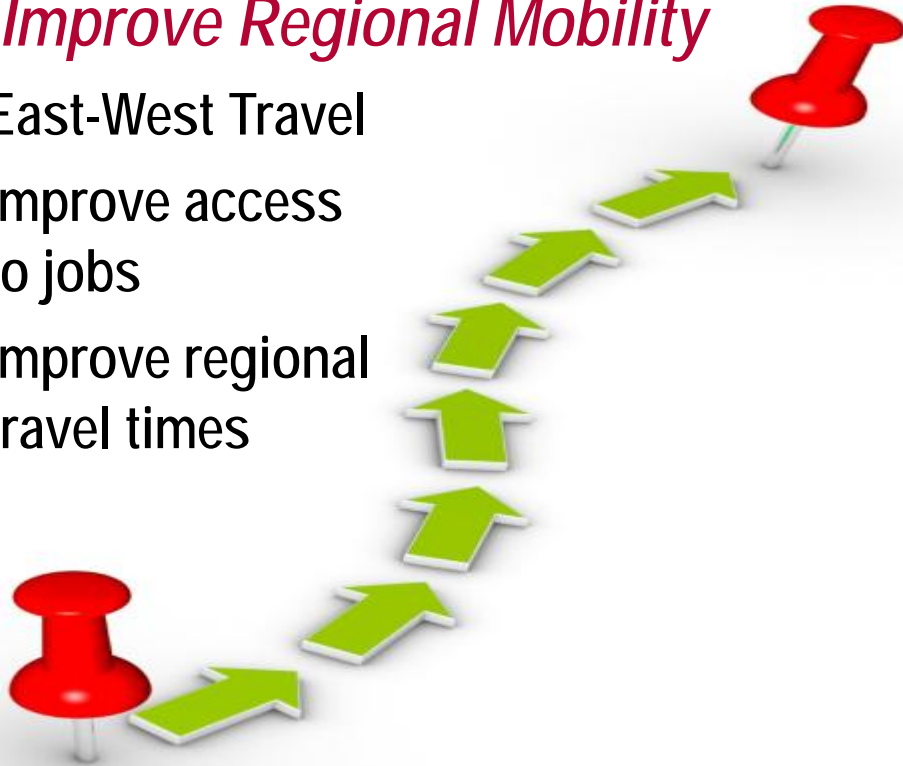




Sustainable solutions sought to:

1. Improve Regional Mobility

- East-West Travel
- Improve access to jobs
- Improve regional travel times



2. Alleviate Local System Congestion & Improve Local System Mobility

- Address projected growth local traffic delays
- Address lack of continuous multi-lane East-West routes



3. Provide for Efficient Movement of Freight





Tier One Accomplishments



80 ALTERNATIVES



Tier One Accomplishments

Tier Two

NORTHERN PORTION

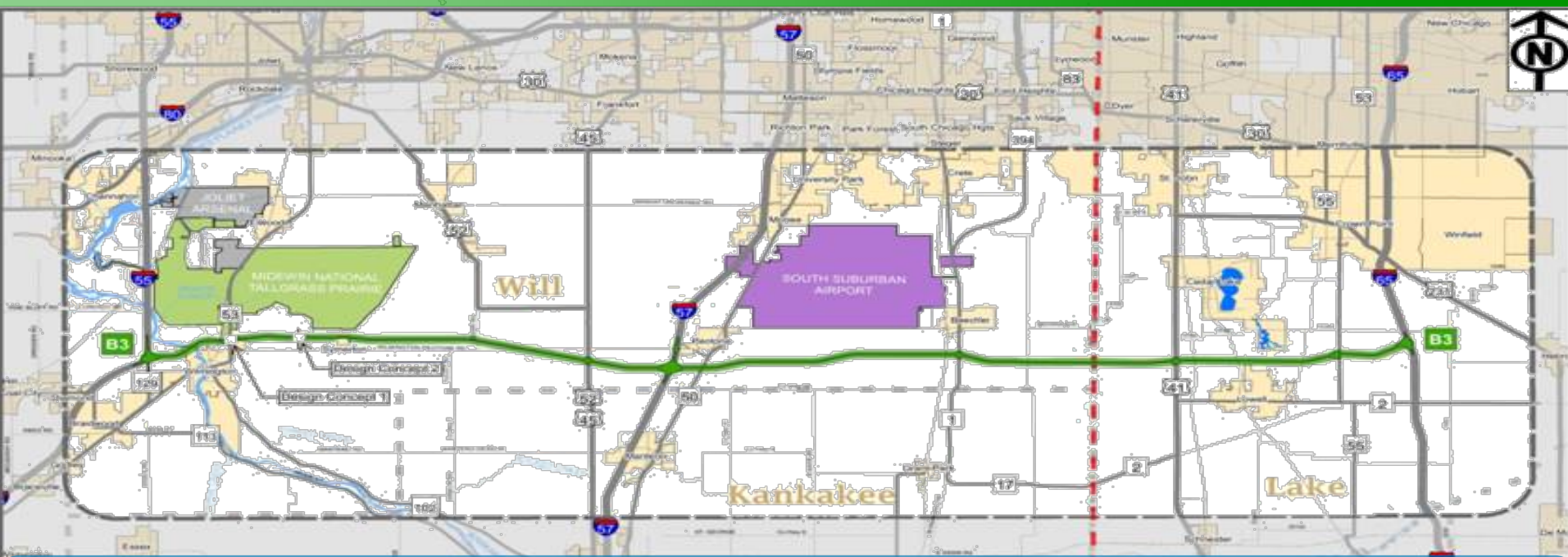
CENTRAL PORTION

SOUTHERN PORTION

80 ALTERNATIVES

**Single Document (Combined Final EIS/ROD):
B3 and No-Action**

- Less environmental impacts
- Higher travel performance
- Greater stakeholder support
- Lower construction costs



Alternatives Carried Forward to Tier Two

B3 and No-Action



Benefits: Regional & Local

- 9,000 local construction jobs
Contracting opportunities
- \$3.9 billion dollars *invested*
in the local economy
- Reduce strain of truck traffic



JOBS/
ECONOMIC GROWTH



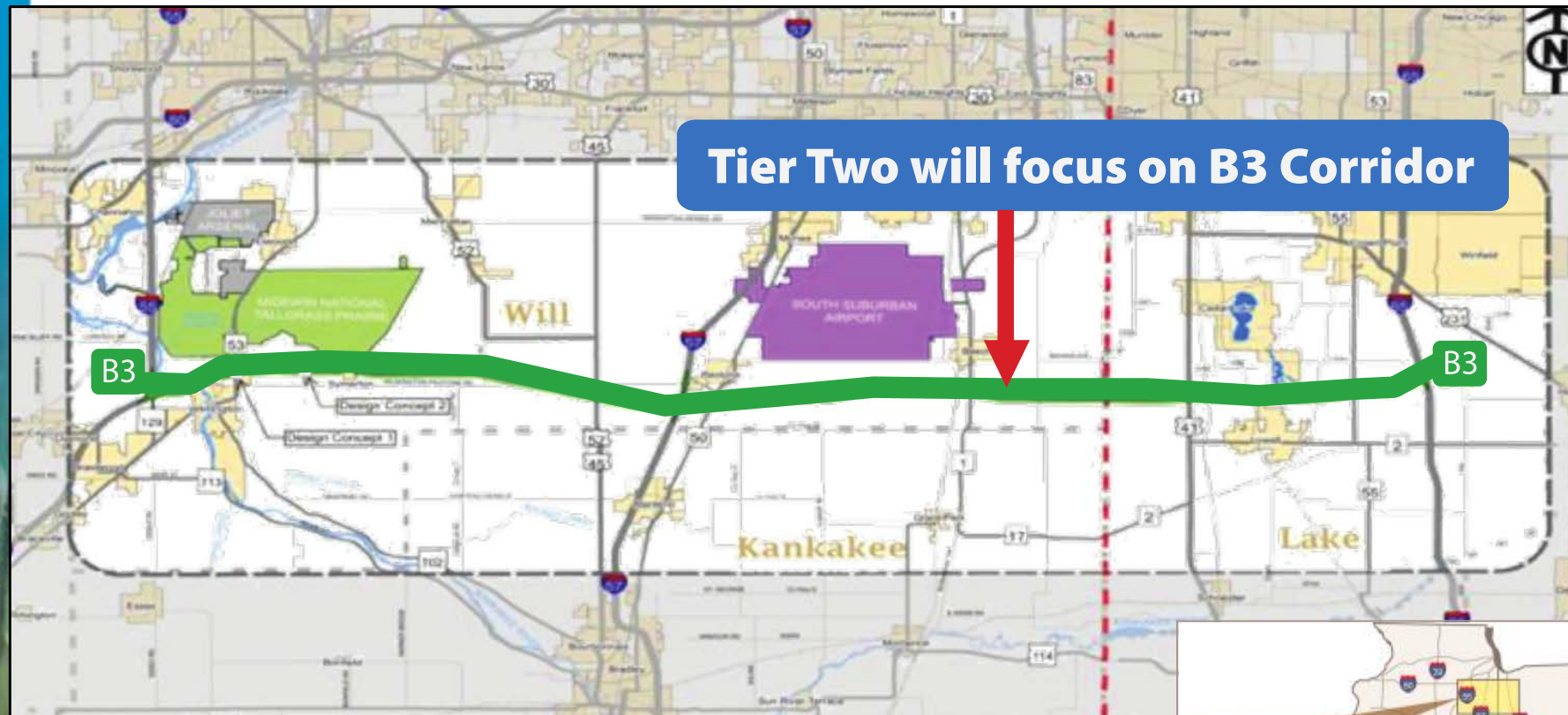
What is the Tier Two Process?

Tier Two



B3 Corridor

Tier Two



Tier Two Process

Tier Two



2013

STAKEHOLDER INVOLVEMENT AND AGENCY INPUT

Spring 2014



▲ CPG/TTF Meetings

B3 Corridor – Further studies

- **Data Collection/ Surveys**

- Ground
- Environmental
- Drainage
- Geotechnical
- Property Line

Interchange Types/Locations

Access and Land Use Assessment

Cross Road Connectivity Studies

Alignment Studies

Bridge/Drainage Studies

Studies of Sensitive Environmental Features

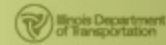
Studies of Underground Conditions

Financial Studies

Land Acquisition Studies

One-on-One Stakeholder Meetings

Tier Two



Met with
over 40 agency stakeholders
one-on-one, and
406 parcel landowners
since Tier One
ROD.

MUNICIPALITIES

COUNTIES

TOWNSHIPS

MPOS

EMERGENCY SERVICE PROVIDERS

SCHOOL DISTRICTS

PROPERTY OWNERS

FOREST PRESERVE / PARK DISTRICTS

INTEREST GROUPS

One-on-One Stakeholder Meetings

Tier Two

Illinois Department
of Transportation



What did we hear?

- Location of interchanges
- Keeping roads open in certain areas
- Swapping “road kept open” locations
- Adding locations of roads kept open
- Frontage roads or relocated roads



Landowner Meetings

- Held *five landowner meetings* in February
- Over *850 people* participated
- Presentation and Stations
- One-on-one discussions with study team
- Met their Landowner Relations Representatives



Landowner Meetings

WHAT IS THE PURPOSE OF THE REPRESENTATIVES?

- Personal contact throughout the process.
- The person who will provide you with **FACTS** quickly.



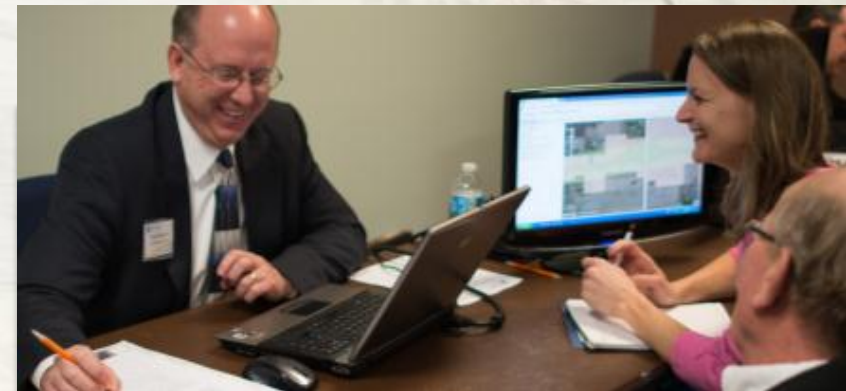
Email correspondence by visiting:

www.illianacorridor.org

and click **Submit a Comment/Question**

Landowner Meeting: What Did We Hear?

- Opinions on road closures
- Access impacts
- Impacts if partial property is acquired
- Locations of field tiles, well and septic
- Information on wetlands and flow of water
- Noise and visual impacts
- Land acquisition process



- ✓ *Happy we involved them in the process and asked their opinions*
- ✓ *Sincere in the approach to the meetings*





Opportunities to Stay Involved



- *Small group meetings*
- *Public meetings/hearings*
 - *Website*
 - *Newsletters*

Landowner Meetings



Working Alignment Measures Potential Impacts



Tier Two

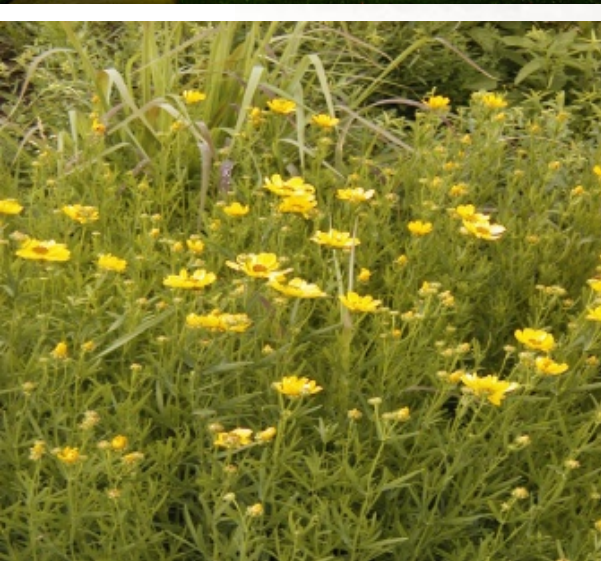
Working Alignment
Footprint within 2000'
Planning Corridor

WORKING ALIGNMENT

2000' PLANNING CORRIDOR

- Alignment location will move
- Actual alignment will be determined fall 2013

Local Road Connectivity



- ***Economic considerations***
- ***Stakeholder involvement***
 - Local Officials
 - Emergency Services
 - School Districts
 - Farm Operations
 - Local Road Agencies
 - Landowners
 - Others

Environmental Avoidance and Minimization

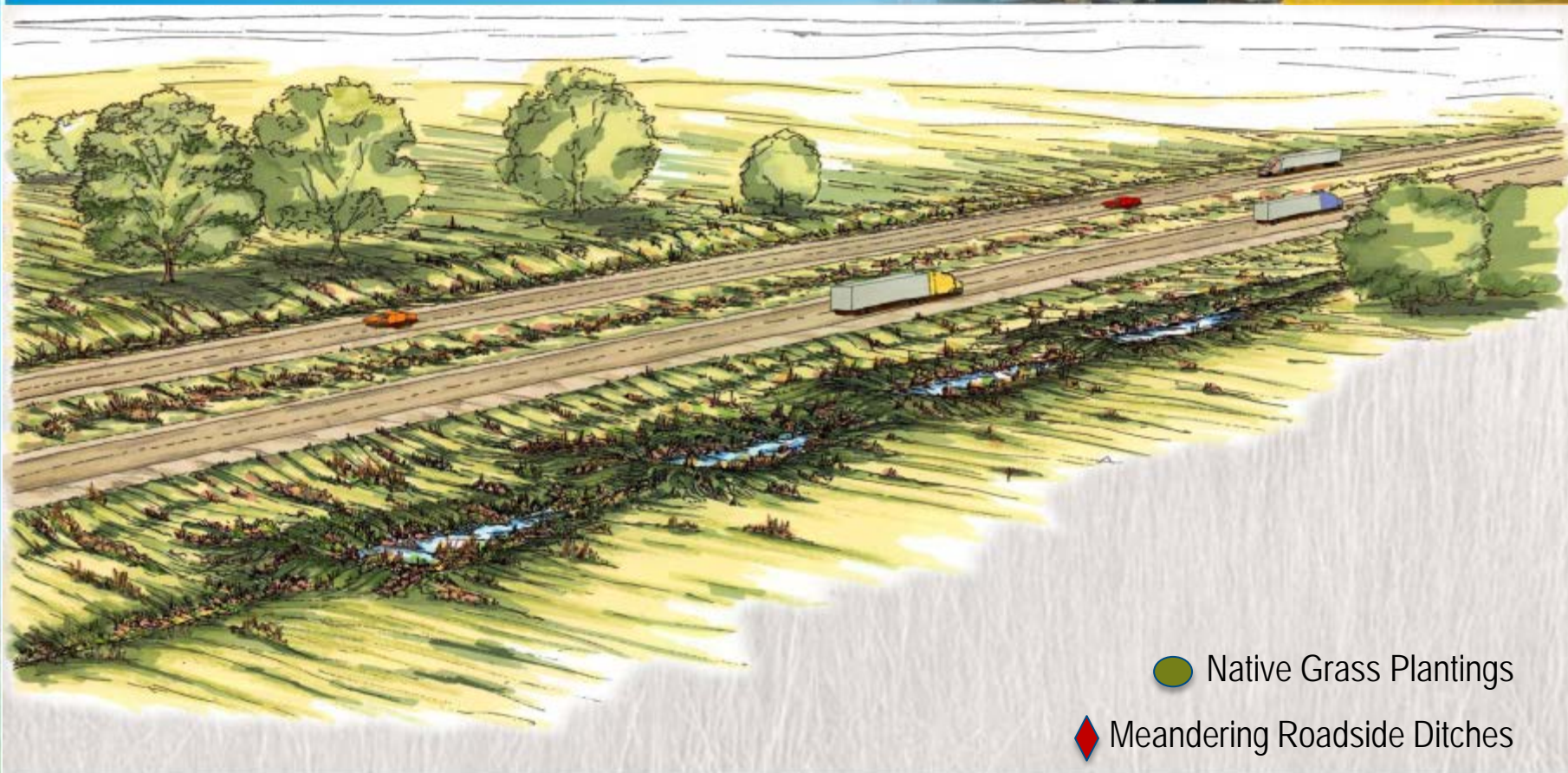
- Updated information based on site specific surveys
- Mitigation is determined by state and federal regulation, and may go above and beyond minimum requirements



AVOID • MINIMIZE • MITIGATE

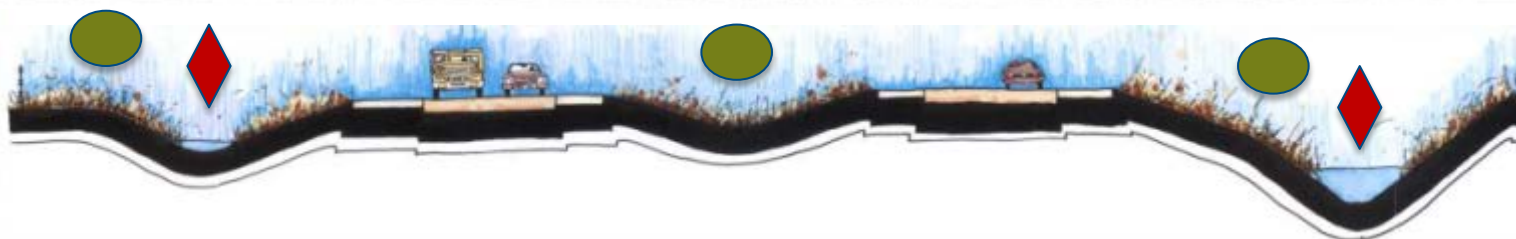
Corridor Context Design Concepts

Tier Two



● Native Grass Plantings

◆ Meandering Roadside Ditches



Restoration of ecosystem

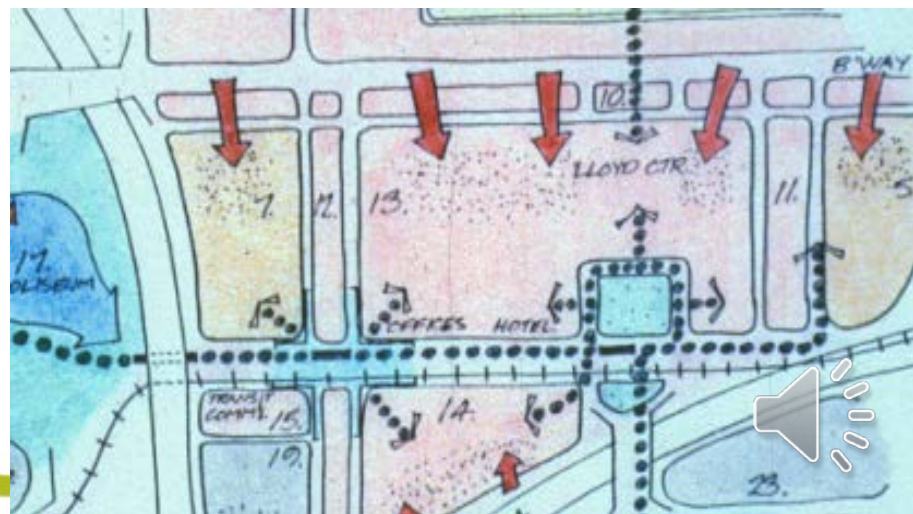
- Create wildlife crossings
- Stabilize earthwork
- Use environment to create a visually enhanced view



Corridor Land Use Planning



- Facilitation of Land Use planning meetings
- Outreach
 - Municipalities
 - Counties
 - MPOs
- Corridor-wide solutions will be pursued



What are the Next Steps?

- *Gather input and additional technical findings*
- *Land surveys continue*
- *Stakeholder outreach*
- *Financial Planning*

PUBLIC MEETING #2 – JUNE 2013



Financial Planning

Tier Two

Illinois
Department of
Education

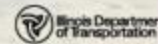


FUNDING • FINANCE • IMPLEMENTATION



Creative Financial Solutions Result In.....

Tier Two



GLOBAL INVESTORS

Reduce Need for
Federal & State Funding



LOCAL BENEFITS

Economic Growth

Job
Creation



Improved
Services



Healthier
Environment



Questions?

Questions? Study team members will respond to anonymous questions presented by a moderator beginning at 6:00 p.m. Written questions will be randomly selected and presented to the study team panel for a response. If you have a question after viewing the PowerPoint presentation, please write it on this card and drop it in the question box. If time does not allow us to answer your question, or your questions or issues are about specific properties or individuals, please feel free to speak to one of the Study Team representatives in the exhibit room. Thanks for your participation!



Tier Two

- Study team members available in exhibit room
- Q & A session held at 6:00 PM
- Please submit your written questions to study team members

-
- at
- ILLIANA**
ILLINOIS INDIANA
- # Comment Form
- ## Public Meeting #1
- Circle One: April 16th, 2013 April 18th, 2013
ILLINOIS INDIANA
- The Illinois Department of Transportation (IDOT) and Indiana Department of Transportation (INDOT) are hosting the first Open House Public Meeting for Tier Two. The purpose of today's meeting is to review the completed Tier One process, explain what happens in Tier Two, update you on the Purpose and Need, discuss corridor refinements and the range of alternatives, stakeholder outreach and present Initial Concept Solutions concepts.
- IDOT and INDOT encourage your input throughout the development process of this project. Please place your comment forms in the box marked COMMENTS; or fax to (847) 705-4159; or fold in thirds, tape closed, place a stamp and mail. In addition, the Project's website also accepts comments (www.illianaconnector.org).
- Please send comments related to this meeting by May 2, 2013. Comments received by this date will become part of the public record for this meeting.
- Comments/Questions: _____
- _____

- (Optional, Please Print)
Name _____
Affiliation _____
City/State _____
Phone No. _____
E-Mail Address _____
- Zip Code _____
- Please detach and use in the meeting too ☐
-  



Please visit the exhibit room and
meet with study team members.

Thank You for Attending!

Tier Two



Appendix B

**Scoping/Participating and
Cooperating Agency
Correspondence**

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U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov

March 8, 2013

In Reply Refer To:
HPER-IL

Mr. Ken Westlake
US Environmental Protection Agency
Region V, Office of Environmental Review
77 West Jackson Boulevard B-19J
Chicago, IL 60604-3590

Subject: Illiana Corridor Tier Two Environmental Impact Statement:
Cooperating and Participating Agency Request

Dear Mr. Westlake:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) and the Indiana Department of Transportation (INDOT), is initiating a Tier Two Environmental Impact Statement (EIS) for the Illiana Corridor Project.

The FHWA, IDOT, and INDOT have identified your agency as one that may have jurisdiction by law over the proposed action or have special expertise with respect to environmental resources affected by the project and have an interest in the project. Therefore, with this letter, FHWA, IDOT, and INDOT invite your agency to become a Cooperating and Participating Agency in the development of the Tier Two EIS for the Illiana Corridor. The designation does not imply that your agency either supports the proposed project or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT and INDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on refining the purpose and need developed during Tier One, determining the range of alternatives to be studied in Tier Two, and the methodologies and level of detail required in the alternatives analysis.
2. Participate in coordination meetings and joint field reviews, as appropriate.

Please provide a response to our request prior to April 10, 2013.

Pursuant to Title 23, Section 139, if your agency does not respond to the invitation to be a participating agency in writing, then FHWA, IDOT and INDOT will consider your agency to be a participating agency. If your agency declines to be a Participating Agency, the response should state your reason for declining the invitation.

To consider your agency as a Cooperating Agency, FHWA, IDOT, and INDOT must receive a response from your agency agreeing to engage in the project in this role. If your agency declines to be a Cooperating Agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

For the Tier Two EIS, the Corridor B3 study area is an approximately 2,000-foot-wide, 47-mile-long east-west corridor with a western terminus at Interstate 55 just north of the City of Wilmington in Illinois and an eastern terminus at Interstate 65 approximately three miles north of State Route 2 in Indiana.

The Tier Two EIS includes analysis of alignments within the selected corridor, preparation of a draft EIS and a Single Document, a combined final EIS and Record of Decision (ROD) that will disclose potential environmental and social effects of the proposed improvements in addition to measures to minimize or mitigate unavoidable impacts associated with the project. The ROD will identify the selected alternative to be implemented.

The goal of the Tier Two EIS is to ensure that the selected alternative adequately balances the needs of the communities, the environment, and the transportation system (local, regional, and state-wide).

Enclosed is a copy of the Illiana Corridor Tier Two EIS scoping document, which was issued pursuant to a project scoping meeting held on February 22, 2013. We also invite you to review the Stakeholder Involvement Plan, available on the following website:

http://illianacorridor.org/information_center/library/tier_two.aspx

The purpose of the Stakeholder Involvement Plan is to facilitate and document the lead agencies' structured interaction with the public and other agencies and to inform them of how coordination will be accomplished. We invite you to provide written comments on these documents at the below listed address prior to April 10, 2013.

Katie Kukiela P.E.
IDOT PMC Project Manager
201 West Center Court
Schaumburg, IL 60196

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625. Thank you for your cooperation and interest in this project.

Sincerely,

Matt Fuller

Matt Fuller
Environmental Programs Engineer

Enclosure

Ecc: Mr. Walter Zyzniwski, Bureau of Design and Environment, IDOT
Mr. Steven Schilke, District 1, IDOT
Ms. Kesti Susinskas, District 1, IDOT
Ms. Laura Hilden, Director, Environmental Services INDOT
Mr. James Earl, INDOT
Mr. Ken McMullen, Manager-Environmental Policy, INDOT

Draft Scoping Document

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Tier Two Illiana Corridor Study



Prepared for:

Illinois Department of Transportation
Indiana Department of Transportation

February 2013

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1.0 Project Definition

The Illiana Corridor has been a component of long-range plans for the bi-state region since the early 1900's, and was first envisioned as a vital link in an outer ring of highways encircling the Chicago region. Conceptual highway corridors linking Illinois and Indiana south of Interstate 80 were also studied by regional planning agencies in the 1960's and 1970's. More recently, feasibility studies for a potential Illiana expressway were completed in 2009 by the Indiana Department of Transportation (INDOT) and a supplemental study by the Illinois Department of Transportation (IDOT) in 2010.

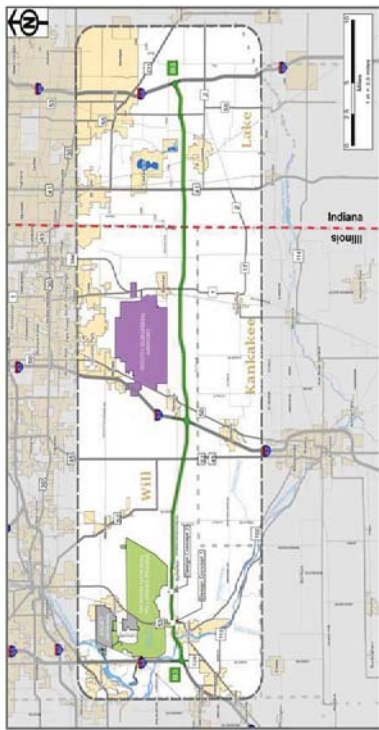
On June 9, 2010, governors Pat Quinn of Illinois and Mitch Daniels of Indiana moved the Illiana Corridor project forward by signing a Memorandum of Agreement (MOA). This MOA outlined a mutual commitment to the project by both states. The National Environmental Policy Act (NEPA) process for the Illiana Corridor is being conducted in two steps or "tiers" that build upon one another. The Council on Environmental Quality (CEQ) regulations (40 CFR 1502.20) allows NEPA studies for large, complex transportation projects to be carried out in a tiered process. This tiered approach to transportation decision making under NEPA involves preparing a Tier One NEPA document that focuses on broad issues such as purpose and need, general location of alternatives, transportation mode composition (auto, truck, rail, transit, utilities), and the avoidance and minimization of potential environmental effects.

As part of the NEPA process, the Federal Highway Administration (FHWA), in cooperation with IDOT and INDOT, will complete a Tiered Environmental Impact Statement (EIS) for the Illiana Corridor project. The Tiered EIS will be advanced in two tiers that build upon one another.

A Tier One EIS was prepared to resolve issues regarding the transportation mode, facility type, and general location and resulted in the identification of Corridor B3 as the preferred corridor to be carried forward for further evaluation in the Tier Two NEPA studies. The Tier One EIS and Record of Decision (ROD) were issued concurrently under Public Law 112-141, the Moving Ahead for Progress in the 21st Century (MAP-21) legislation, and were signed by the FHWA on January 17, 2013 authorizing Tier Two study activities to commence.

For the Tier Two EIS, the Corridor B3 study area is an approximately 2,000 foot wide, 47-mile long east-west oriented corridor with a western terminus at I-55 just north of the City of Wilmington in Illinois and an eastern terminus at I-65 approximately 3 miles north of State Route (SR) 2 in Indiana. The study area is shown in Figure 1.

Figure 1. Study Area



2.0 Process

The National Environmental Policy Act (NEPA) of 1969, as amended requires that agencies using federal money consider and minimize the impacts of their actions to both the human-made and natural environments. The human-made environment includes residences, businesses, agriculture, noise, and community and land use conditions of the area. The natural environment consists of features including streams, threatened and endangered species, and wildlife. The NEPA process requires federal agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to these actions. The project development process is an approach to balanced transportation decision-making that considers both potential environmental impacts and the need for safe and efficient transportation.

NEPA requires scoping and encourages early and frequent coordination with the public and resource agencies throughout the project development process. Scoping facilitates public and agency participation and provides the opportunity for their input during preparation of the EIS. The scoping process for this project is following the scoping guidelines within the CEQ Regulations, 40 CFR § 1501.7, which provide that "there shall be an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action."

2.1 Tier Two EIS

A Tiered EIS is applicable to projects where a single transportation solution for the study area has not been identified with respect to mode (e.g., roadway or transit) and/or location. The Tier One EIS included an examination of the overall transportation system improvement needs, a study of alternatives to satisfy them, and broad consideration of potential environmental and social impacts of the possible alternatives. The Tier One EIS analysis provided an evaluation of the transportation problems in the Study Area based on stakeholder input and engineering analysis, which forms the basis for the project Purpose and Need and for identifying potential corridors. The Tier One EIS was completed at a sufficient level of engineering and environmental detail to resolve the mode, facility type (e.g., type of roadway), and corridor location.

FHWA issued a combined Tier One FEIS and ROD on January 17, 2013. The ROD approves Corridor B3 for continued consideration in Tier Two NEPA studies, subject to conditions set forth in the ROD. For the preferred corridor, the FHWA and the states will proceed with a Tier Two NEPA study, which will analyze alternatives within the preferred corridor.

A Notice of Intent to initiate the Tier Two EIS was published in the Federal Register on February 13, 2013. Tier Two includes preparing a draft and final EIS that will disclose potential environmental and social effects of the proposed improvements in addition to measures to minimize or mitigate impacts associated with the project. Following the guidelines of MAP-21, the final EIS will be issued with a ROD which identifies the Preferred Alternative.

The goal of the Tier Two EIS is to ensure that the Selected Alternative adequately balances the needs of the communities, the resource agencies (i.e., the environment) and the transportation system (local, regional, and state-wide).

2.2 Potential Tier Two Activities

The Tier Two NEPA process will be conducted as a single study addressing the entire corridor. The Tier Two EIS will present further detail on a range of alternatives within the selected corridor identified in Tier One, an evaluation of impacts of the alternatives, and actions for mitigating project impacts to environmental resources. In general, the range of alternatives considered in a Tier Two study will be confined to the selected corridor. However, the flexibility will exist to consider alternatives with minor excursions outside the selected corridor to avoid impacts within the selected corridor not anticipated in the Tier One EIS, or to address context sensitive design issues in a way that does not materially increase overall impacts.

The engineering analysis completed during the Tier One process will be supplemented to verify the general layout, preliminary design and footprint of the project, as well as associated right-of-way requirements. Additionally, Tier Two will include detailed studies of possible methods to avoid and minimize impacts, and where determined unavoidable, to mitigate impacts to environmental resources within the project

footprint. The Tier Two environmental document(s) will serve as the basis for a decision on whether to proceed with the design and possible construction.

In support of the Tier Two analysis, geographic information systems (GIS) data collected during the Tier One process will be used. The comprehensive GIS database encompassing the entire Study Area that has been developed will be incorporated and refined during the Tier Two analysis. Additional data collected from resource agencies and field surveys will be integrated into the GIS database. The GIS database serves as a single source for storing, retrieving, editing/updating, analyzing, and displaying project related information. It provides the ability to create comprehensive environmental resource maps used to first avoid and then minimize impacts as part of the definition of initial alternatives, to the extent practical. The GIS database streamlines the capabilities, quality, and consistency with respect to preparing impact and performance reports in table format for comparative analysis. It also simplifies the ability to prepare public display exhibits as an essential and valuable component of the stakeholder coordination process.

The following table (Table 1) provides a summary by resource topic of the primary data sources used during Tier One analysis and those that will be used during the Tier Two NEPA studies in addition to key elements of the proposed study methodology for each resource

Table 1. Primary Data Sources and Methodologies

Resource Topic	Tier One Data Sources	Tier Two Data Sources	Anticipated Methodology
Socioeconomic	<ul style="list-style-type: none">• GIS database• US Census• Existing planning documents• Windshield survey	<ul style="list-style-type: none">• GIS database• US Census• Field surveys• Stakeholder meetings	<ul style="list-style-type: none">• Conceptual stage relocation studies• Census block level population analysis• Use of economic modeling tools (PRISM™)• Prepare Community Impact Assessment• Environmental Justice Evaluation
Agricultural	<ul style="list-style-type: none">• GIS database	<ul style="list-style-type: none">• GIS database• Stakeholder meetings	<ul style="list-style-type: none">• Complete Form AD 1006 and Form NRCS-CFA-106• Assess impacts to agricultural land, farm fields and operations, and conservation program lands• Coordinate with local farm bureaus, Departments of Agriculture and NRCS• Farm Severances• Uneconomical Remnants• Prime Farmland Assessment• Prepare Agricultural Technical Memorandum

Table 1. Primary Data Sources (continued)

Resource Topic	Tier One Data Sources	Tier Two Data Sources	Anticipated Methodology
Cultural Resources	<ul style="list-style-type: none"> • GIS database • Records search • National, state, and local historic and cultural resource lists, reports and maps • Programmatic Agreement 	<ul style="list-style-type: none"> • Records and literature search • Field surveys and photo documentation of historic structures • Deep testing for archaeological resources • National, state, and local historic and cultural resource lists, reports and maps • Property owner interviews • Agency consultation 	<ul style="list-style-type: none"> • Follow Section 106 process preparing determinations of eligibility and effects assessments • Develop a Memorandum of Agreement (MOA) or Programmatic Agreement for handling adverse effects • Prepare Historic Properties Technical Report and Archaeological Resources Investigation Technical Report • Concurrent Section 4(f) for historic properties
Air Quality	<ul style="list-style-type: none"> • Existing RTP/ITP/SIP information • EPA data 	<ul style="list-style-type: none"> • RTP/ITP/SIP information • EPA data • Traffic data • MOVES inputs from MPOs • Meteorological data • Construction information 	<ul style="list-style-type: none"> • Conduct mesoscale analysis for impacts to regional air quality levels • Conduct microscale analysis to assess possible National Ambient Air Quality Standards (NAAQS) violations • Conduct quantitative Hot Spot Analysis for PM_{2.5} • Prepare an Air Quality Technical Report
Noise	<ul style="list-style-type: none"> • GIS database 	<ul style="list-style-type: none"> • Traffic data (peak hour traffic volumes) • Engineering plan and profile CADD files • Noise receptor modeling • Field noise measurement data • GIS database 	<ul style="list-style-type: none"> • Screening of sensitive land uses • Model traffic noise at select receptors • Assess existing and proposed noise levels at Midewin • Use feasible and reasonable criteria for abatement evaluation • Prepare Noise Monitoring Plan and Noise Receptor Selection Memorandum • Prepare Traffic Noise Technical Report
Energy		<ul style="list-style-type: none"> • Traffic data 	<ul style="list-style-type: none"> • Calculate direct energy consumption with EPA MOVES2010 model • Analyze indirect energy consumption using cost estimates and construction energy factors

Table 1. Primary Data Sources (continued)

Resource Topic	Tier One Data Sources	Tier Two Data Sources	Anticipated Methodology
Natural Resources	<ul style="list-style-type: none"> • GIS database 	<ul style="list-style-type: none"> • GIS database • Field surveys • Existing studies 	<ul style="list-style-type: none"> • Finalize surveys of T&E Species • Determine potential impacts to T&E species • Assess wildlife and habitat impacts • Assess impacts to neo-tropical and grassland birds • Develop mitigation for impacts to wildlife, habitat, and protected species • Assess impacts to land cover and trees • Coordinate with Midewin
Water Resources	<ul style="list-style-type: none"> • GIS database 	<ul style="list-style-type: none"> • GIS database • Field surveys and delineations • Water quality sampling 	<ul style="list-style-type: none"> • Perform waters of the U.S. delineations • Complete fish, mussel, and aquatic macro-invertebrate surveys, water quality sampling, and habitat assessments • Perform pollutant loading analysis • Assess potential impacts to water resources • Identify Best Management Practices (BMPs) to minimize impacts to water resources • Prepare Water Resource Technical Report(s)
Groundwater Resources	<ul style="list-style-type: none"> • GIS database 	<ul style="list-style-type: none"> • GIS database 	<ul style="list-style-type: none"> • Identify and document groundwater resources • Potable wells assessment
Floodplains	<ul style="list-style-type: none"> • GIS database 	<ul style="list-style-type: none"> • GIS database • Field survey and agency databases 	<ul style="list-style-type: none"> • Identify and evaluate existing and proposed floodplain encroachments
Wetlands	<ul style="list-style-type: none"> • GIS database 	<ul style="list-style-type: none"> • GIS database • Field surveys and delineations 	<ul style="list-style-type: none"> • Complete formal delineations • Assess project impacts to all wetlands • Identify High Quality sites and assess impacts • Assess avoidance and minimization potential • Develop overall mitigation strategy, differing across state lines. • Wetland Technical Report

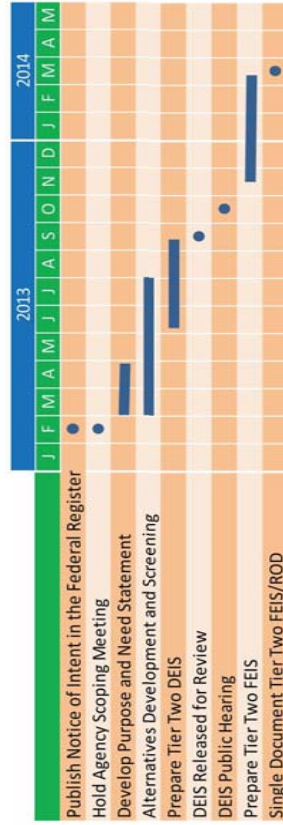
Table 1. Primary Data Sources (continued)

Resource Topic	Tier One Data Sources	Tier Two Data Sources	Anticipated Methodology
Special/Hazardous Waste	<ul style="list-style-type: none"> Regulatory agency databases GIS database 	<ul style="list-style-type: none"> Regulatory agency databases GIS database Field surveys 	<ul style="list-style-type: none"> Phase I (PESA) study identifying recognized environmental conditions (RECs) (IL) Prepare ISA Parcel Selection Technical Report and ISA Technical Report for Indiana portion of the corridor
Section 4(f)	<ul style="list-style-type: none"> GIS database Agency consultation 	<ul style="list-style-type: none"> GIS database Agency consultation Field surveys 	<ul style="list-style-type: none"> Conduct formal Section 4(f) consultation with officials with jurisdiction Conduct Section 4(f) evaluation process for any Section 4(f) property involvement Prepare Section 4(f) Evaluation
Special Lands	<ul style="list-style-type: none"> GIS database 	<ul style="list-style-type: none"> GIS database Agency consultation Field surveys 	<ul style="list-style-type: none"> Identify Special Lands (Nature Preserves, etc.) and assess impacts
Mineral Resources	<ul style="list-style-type: none"> GIS database 	<ul style="list-style-type: none"> GIS database 	<ul style="list-style-type: none"> Perform geologic condition investigations Quantify impacts to aggregate resource needs
Visual Resources	<ul style="list-style-type: none"> Windshield survey 	<ul style="list-style-type: none"> Preliminary engineering design Field surveys 	<ul style="list-style-type: none"> Assess visual impacts using FHWA guidance
Indirect and Cumulative	<ul style="list-style-type: none"> GIS database Population and employment forecasts Existing planning documents 	<ul style="list-style-type: none"> GIS database Population and employment forecasts Existing planning documents Stakeholder interviews 	<ul style="list-style-type: none"> Land use decision-maker interviews Analysis of market demand and local zoning ordinances Coordinate with other resource disciplines for impact estimates Assess indirect effects on wildlife and potential effect of fugitive light on Calumet Observatory

2.3 Project Milestone Schedule

The Illiana Corridor study will use the NEPA timeframe agreement process to guide the progress and development of the study. A detailed project milestone schedule for the Illiana Corridor Tier Two DEIS study NEPA timeframe agreement will be developed in cooperation with the FHWA. Figure 2 presents an overview of the proposed project schedule.

Figure 2. Planned Tier Two EIS Schedule



3.0 Stakeholder Outreach

A Stakeholder Involvement Plan (SIP) for Agency and Public Involvement has been developed for the Illiana Corridor study. Per IDOT and INDOT's Context Sensitive Solutions (CSS) procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes property owners, business owners, state and local officials, special interest groups, and motorists who utilize the facility. Early coordination and/or meetings will be conducted with communities, within the study area, as a means of identifying interested parties and stakeholders.

3.1 General Stakeholder Involvement Activities

Stakeholder involvement for the Illiana Corridor study will be an ongoing process from project initiation through completion. Stakeholder involvement activities anticipated to occur in the Tier Two studies, and outlined in the draft SIP, include:

- Corridor Planning Group Meetings
- Technical Taskforce Meetings
- Small and Large Group Meetings and Presentations
- Landowner Outreach Program
- Project Website – www.illianacorridor.org
- Project Newsletters and Fact Sheets
- Public Meetings
- Public Hearings (Draft EIS)
- Development and Maintenance of the Project Mailing List
- Public Workshops
- Response to Public Correspondence

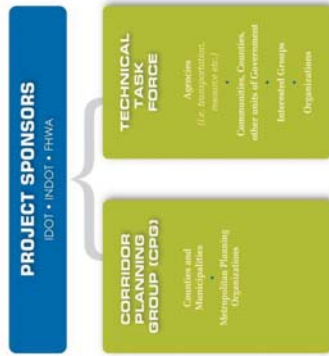
3.2 Corridor Planning Group/Technical Task Force

During Tier One, a bi-state Corridor Planning Group (CPG) was established to assist in the development of the environmental and engineering studies for the Illiana Corridor Study. The CPG consists of community leaders (elected officials and staff from each of the communities and counties in the Study Area) that are directly affected by the study. The responsibilities of this group include providing input to the study process, and reaching a consensus at key project milestones (e.g., project purpose and need, range of alternatives to be advanced for detailed study, and the recommended alternative(s)).

In addition to the CPG, a bi-state Transportation Task Force (TTF) was established in Tier One to provide external subject-matter expertise (Figure 3). The responsibilities of the TTF are to provide input on the planning and design criteria used during the alternatives development process and to verify that any local, state, and federal standards and requirements are addressed within the EIS analysis. The TTF will focus on understanding and resolving more specific technical issues as they arise and report back to the Project Study Group (PSG). These technical issues include:

transportation issues (interchange designs, profiles, right-of-way, engineering, transit, freight, local access, traffic, etc.), and land use/environmental issues (air and noise, mitigation, parks, water quality, historic properties, agriculture, economic development, etc.). The TTF members may include CPG members or designated staff and other governmental bodies, transportation agencies, and interested groups. The TTF members were identified by the PSG, with input from the CPG. Both the CPG and TTF members from Tier One will be invited to participate as part of those groups in Tier Two, and additional members may be added as needs for additional local and regional expertise arise.

Figure 3. Project Sponsors



4.0 Proposed Bi-State Interagency Coordination Plan

Resource agency coordination for the Tier Two EIS for the Illiana Corridor study will include four components:

1. Scoping.
2. Consultation with individual agencies during data gathering as needed to augment published GIS data.
3. Environmental resource and regulatory agency concurrence at three points, as per agreements related to the merger of the requirements of NEPA and Section 404 of the Clean Water Act. These concurrence points are: Statement of Purpose and Need; Alternatives for detailed study; and identification of the Preferred Alternative.

4. An interagency field trip prior to the development of alternatives so that resource agency representatives have a familiarity with resources within the study area that may be impacted by the project.

IDOT has merged NEPA and Section 404 decision-making with a formal process in which environmental resource agencies participate in joint meetings and indicate their concurrence on Purpose and Need, Alternatives to be Carried Forward for Evaluation in the DEIS, and Preferred Alternative, as well as participating in discussions and informational briefings during the NEPA/Section 404 Merger process. IDOT merger team meetings generally occur at four month intervals in June, September, and February. INDOT generally accomplishes the same objectives with one-on-one meetings with environmental resource agencies. The IDOT formal merger process is an essential component of the transportation project development process in Illinois. It is essential that environmental resource agencies in Indiana have an opportunity to share their perspectives with Illinois environmental resource agencies, as well as affirm the final decision at each concurrence point. Therefore, IDOT and INDOT propose that Indiana agencies participate in the Illinois merger process, with the tentative schedule as indicated below in Table 2.

Table 2. NEPA/Stakeholder Coordination Activities

NEPA/Stakeholder Coordination Activity	Date
NEPA/404 Scoping Meeting – Tier Two process, public involvement, bi-state environmental coordination.	February 2013
CPG/TTF #1 – Project Kick off/Scoping – Present Purpose and Need for input, identification of alternatives and evaluation process.	March 2013
Public Meeting #1 – Illinois and Indiana – Introduction of Tier Two, public involvement opportunities, scoping, solicit comments and additional alternatives.	April 2013
NEPA/404 Briefing – Purpose and Need concurrence, evaluation process, range of alternatives identified, public involvement process comments.	April 2013
CPG/TTF #2 – Public Meeting #1 Review Present refined footprint, develop/present initial evaluation, present refined footprint, present added detail for refined transportation performance analysis and engineering, and outline EIS analysis approach	April 2013
CPG/TTF #3 – Present evaluation process, evaluation analysis, and alternatives carried forward into the DEIS. Request comments. Present “footprint” for second round alternatives, added detail for refined transportation performance analysis, GIS evaluation results, and present second round screening results to stakeholders. Identify finalist alternatives for detailed evaluation in the DEIS. Outline EIS analysis approach.	May 2013
Public Meeting #2 (Illinois and Indiana) – Evaluation process, alternatives analysis/evaluation, and draft alternatives to carry forward into the DEIS for detailed evaluation. Request comments.	June 2013
NEPA/404 Briefing or Concurrence Point #2 – Concurrence on alternatives to carry forward for detailed evaluation in the DEIS.	July 2013
CPG/TTF #4 – Public meeting #2 review and DEIS Analysis summary.	August 2013
Release DEIS for public comment.	September 2013
Public Hearings for DEIS – Illinois and Indiana	October 2013
CPG/TTF #5 – Public Hearing and DEIS comment review. Impact data and mitigation options. Present technical recommendation of preferred alternative.	December 2013
NEPA/404 Concurrence– Review of Public Hearings, comments, and status of Preferred Alternative.	February 2014
Release of a Combined FEIS and ROD	February/March 2014



DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
111 NORTH CANAL STREET
CHICAGO, ILLINOIS 60606-7206

REPLY TO
ATTENTION OF:

March 11, 2013

Technical Services Division
Regulatory Branch
LRC-2011-00344

SUBJECT: NEPA/404 Merger Process Cooperating and Participating Agency in the Review of the Environmental Impact Statement for the Illiana Corridor Tier II EIS in Will County, Illinois and Lake County, Indiana

Norman Stoner
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Stoner:

This office is in receipt of your March 8, 2013 letter requesting the participation of the Chicago District U.S. Army Corps of Engineers as a cooperating and participating agency in the review of the environmental impact statement (EIS) for the Illiana Corridor Project. The Corps cordially accepts the invitation to participate as a cooperating and participating agency in the review of the EIS for the Illiana Corridor Project and looks forward to working closely with Federal and other lead agencies.

If you have any questions, please contact Mr. Soren Hall of my staff by telephone at 312-846-5532, or email at Soren.G.Hall@usace.army.mil.

Sincerely,

Keith L. Wozniak
Chief, West Section
Regulatory Branch

Copy Furnished:

U.S. Environmental Protection Agency (Norm West)
U.S. Fish and Wildlife Service (Shawn Cirton)
Illinois Department of Natural Resources (Steve Hamer)
Federal Highway Administration (Matt Fuller)

List of Invited Cooperating and Participating State and Federal Agencies

First Name	Last Name	Affiliation	Address 1	Address 2	City	State	Zip
Barry	Cooper	Federal Aviation Administration, Great Lakes Region	2307 East Devon Avenue		Oak Park	IL	60454
Soren	Hall	US Army Corps of Engineers (Chicago District)	111 N. Canal Street	Suite 600	Chicago	IL	60606
David	Orzechowski	8th US Coast Guard District	Attn: Bridge Branch (DWB)	1222 Spruce Street	St. Louis	MO	63104
Dave	White	US Department of Agriculture, Natural Resources Conservation Service	1400 Independence Ave., SW	Room 5105-A	Washington	DC	20250
Wade	Spang	US Department of Agriculture, US Forest Service	30238 S State Route 53		Winnington	IL	60481
Shawn	Cirton	US Department of the Interior, Fish and Wildlife Service (Chicago)	1250 South Grove, Suite 103		Bloomington	IN	60010
Scott	Pruitt	US Fish and Wildlife Service (Chicago)	620 South Walker Street		Bloomington	IN	47403-2121
Ken	Weslake	Service (Bloomington Field Office)	77 West Jackson Boulevard, 6th Fl.		Chicago	IL	60604-3590
Ken	Weslake	Office of Environmental Review (Chicago)			Chicago	IL	60604-3590
Steve	Chard	Illinois Department of Agriculture, Bureau of Land and Water Resources	801 Sangamon Ave., P.O. Box 19281	AG BLDG FL 001	Springfield	IL	62794
Steve	Hamer	Illinois Department of Natural Resources	1 Natural Resources Way		Springfield	IL	62703-1271
Dan	Haddock	Illinois Environmental Protection Agency, Bureau of Water	1021 N. Grand Avenue East	P.O. Box 19276	Springfield	IN	62794
Ann	Hacker	Illinois Historic Preservation Agency	1 Old State Capitol Plaza	Suite 131	Springfield	IL	62701
Kent	Sims	Illinois Natural Resources Conservation Service	603 East Deloit Road		Naperville	IL	60563-1476
Thomas	Easterly	Illinois Department of Environmental Management	100 N. Senate Avenue	Mail Code 60-01	Indianapolis	IN	46204
Robert	Carter, Jr.	Indiana Department of Natural Resources	402 W. Washington Street	Room W256	Indianapolis	IN	46204
James A.	Glass	Indiana Department of Natural Resources	402 West Washington Street	Room W274	Indianapolis	IN	46204
Joseph M.	Kelley	Indiana State Department of Agriculture	One North Capitol	Suite 600	Indianapolis	IN	46204
John M.	Fowler	Advisory Council on Historic Preservation	1100 Pennsylvania Avenue, NW	Suite 803	Washington	DC	20004
Joseph	Scabo	Federal Railroad Administration	1200 New Jersey Ave., SE		Washington	DC	20590



United States
Department of
Agriculture

Forest
Service

Midewin National
Tallgrass Prairie

30239 South State Route 53
Wilmington, IL 60481
(815) 423-6370

File Code: 1900

Date: APR 10 2013

RECEIVED

APR 15 2013

FHWA

Matt Fuller
Environmental Program Engineer
USDOT Federal Highways Administration
3250 Executive Park Drive
Springfield, IL 62703

Dear Mr. Fuller

This responds to your request for the Midewin National Tallgrass Prairie to be a Cooperating and Participating Agency with the Federal Highway Administration (FHWA), the Illinois Department of Transportation (IDOT), and the Indiana Department of Transportation (INDOT) in the development of the Two Environmental Impact Statement (EIS) for the Illiana Corridor project.

The Midewin National Tallgrass Prairie accepts your request to be a Cooperating and Participating unit for this project. To the degree that time and resources permit we plan to:

- Provide input on refining the purpose and need developed during Tier One.
- Assist in the determining the range of alternatives to be studied in Tier Two and the methodologies and level of detail required in the alternatives analysis.
- Participate in coordination meetings and joint field reviews, as appropriate.

The Midewin National Tallgrass Prairie has several authorities and responsibilities as it pertains to being a Cooperating or Participating unit. One of those is our acceptance of the Cooperating and Participating status does not imply endorsement or support of the project or of a particular alternative. The intent of our acceptance of this status is to ensure that our concerns are identified and addressed throughout the planning process so the decision makers have the information necessary to make informed decisions.

We look forward to working closely with the FHWA, IDOT, INDOT, and other cooperating agencies as this project moves forward. If you have any questions, please contact Mr. Robert Hommes at (815) 423-6370.

Sincerely,


WADE A. SPANG
Prairie Supervisor
Midewin National Tallgrass Prairie

cc: Robert A Hommes



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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chicago Ecological Services Field Office
1250 South Grove Avenue, Suite 103
Barrington, Illinois 60010
Phone: (847) 381-2253 Fax: (847) 381-2285

IN REPLY REFER TO:
FWS/AES-CIFO

March 14, 2013

Matt Fuller
Environmental Programs Engineer
USDOT Federal Highway Administration
3250 Executive Park Drive
Springfield, IL 62703

Dear Mr. Fuller:

This responds to your request for the U.S. Fish and Wildlife Service (Service) to be a participating and cooperating agency with the Federal Highway Administration (FHWA), the Illinois Department of Transportation (IDOT), and the Indiana Department of Transportation (INDOT) in the development of a Tier Two Environmental Impact Statement (EIS) for the Illiana Corridor project. The Tier Two EIS will include an analysis of alignments within the selected corridor, preparation of a draft EIS, and a combined final EIS and Record of Decision (ROD) that will disclose potential environmental and social effects of the proposed improvements, in addition to measures to minimize or mitigate unavoidable impacts associated with the project.

The Service accepts your request to serve as a participating and cooperating agency for this project, to the degree that time and resources permit. We will provide technical assistance in the manner that you requested, specifically:

1. We will provide meaningful and early input on refining the purpose and need developed during Tier One, determining the range of alternatives to be studied in Tier Two, and the methodologies and level of detail required in the alternatives analysis; and
2. We will participate in coordination meetings and joint field reviews, as appropriate.

The Service's acceptance of participating and cooperating agency status does not necessarily imply endorsement or support of the project or of a particular alternative. The intent of our acceptance of participating and cooperating agency status is to ensure that significant environmental issues are identified as early as possible in the planning process and that throughout the multiple stages of the planning process, decision makers have the environmental information necessary to make informed and timely decisions. The Service has various statutory authorities and responsibilities. Participating or cooperating agency status neither enlarges nor diminishes the decision-making authority of any agency involved in the NEPA process (CEQ memorandum of January 30, 2002).

We look forward to working closely with the FHWA, IDOT, INDOT, and other cooperating agencies as the planning of this project goes forward. If you have any questions, please contact Mr. Shawn Cirtion at 847/381-2253, ext. 19, for matters in the Illinois portion of the study area, or Elizabeth McCloskey at 219/983-9753, for matters in the Indiana portion of the study area.

Sincerely,


Louise Clemency
Field Supervisor

cc: USFWS, Pruitt, McCloskey
USEPA, Westlake, West
USACOE, Chernich, Hall



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

MAR 15 2013

REPLY TO THE ATTENTION OF
mailcode E-19J

Matthew Fuller
Environmental Programs Engineer
Federal Highway Administration, Illinois Division
3250 Executive Park Drive
Springfield, Illinois 62703

RE: Federal Highway Administration (FHWA) Invitation for the EPA to be a
Cooperating Agency for the Illinois and Indiana Departments of
Transportation Illiana Corridor Tier II NEPA Study

Dear Mr. Fuller:

The United States Environmental Protection Agency, Region 5 (EPA) has received your invitation of February 2013, regarding being a Cooperating Agency for the above project. Because EPA has expertise concerning the nation's natural resources and National Environmental Policy Act (NEPA) documents, we do have an interest in this project.

Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), (MAP-21) and in keeping with our responsibilities under the NEPA and Section 309 of the Clean Air Act, we accept the invitation to be a Cooperating Agency for this project, to the degree time and resources permit, in the manner you requested. Specifically, we will:

1. provide meaningful early input to defining the purpose and need, the range of alternatives to be considered in detail, methodologies and level of detail for alternatives analysis;
2. Participate in coordination meetings and appropriate field reviews;
3. Provide timely review and comment on pre-, draft and final environmental documents.

We look forward to continuing discussion of the issues involved in this project along with the preparations for and review of the draft Environmental Impact Statement. Feel free to contact me at 312-886-2910 / westlake.kenneth@epa.gov or my staff members Norm West and Liz Pelloso, at 312-353-5692 / west.norman@epa.gov or 312-886-7425 / pelloso.elizabeth@epa.gov respectively, with further information or inquiries regarding this project.

Sincerely,



Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance



U.S. Department
of Transportation

**Federal Railroad
Administration**

APR 30 2013

Matt Fuller
Environmental Programs Engineer
Federal Highways Administration
3250 Executive Park Dr.
Springfield, IL 62730

Dear Mr. Fuller:

This is in response to the correspondence to Administrator Joe Szabo on March 8, 2013 inviting the Federal Railroad Administration (FRA) to act as a participating agency with the Federal Highway Administration (FHWA) the Illinois Department of Transportation (IL DOT) and the Indiana Department of Transportation (IN DOT), in the development of the Tier Two Environmental Impact Statement (EIS) for the Illiana Corridor Project.

Thank you for your invitation. The designation of Participating Agency does not imply that FRA supports or has special expertise with respect to evaluation of this Project. In accordance with 23 U.S.C. Section 139 as a Participating Agency FRA will (1.) Provide meaningful and early input on refining the purpose and need developed during Tier One, determining the range of alternatives to be studied in Tier Two, and the methodologies and the level of detail required in the alternatives analysis; and (2.) Participate in coordination meetings and joint field reviews, as appropriate.

Ms. Andrea Martin, Environmental Protection Specialist in the Office of Railroad Policy and Development, of my staff is hereby designated as the primary point of contact for the Project. Ms. Martin can be reached at (202) 493-6201, email: andrea.martin@dot.gov.

We look forward to working with FHWA, IL DOT and IN DOT in the development of the Tier Two Environmental Impact Statement (EIS) for the Illiana Corridor Project.

Sincerely,

David Valenstein
Division Chief, Environment and Systems Planning
Federal Railroad Administration

RECEIVED

MAY 03 2013

FHWA

1200 New Jersey Avenue, SE
Washington, DC 20590

From: Kukiella, Katie L.
To: Lynne, Jany L.; Kate, Meredith; Simes, Randy A.; "tracy.morse@imagesinc.net"; "cathy.valente@imagesinc.net"
Subject: FW: Accept Participating Agency Request for Illiana Corridor Tier Two Environmental Impact Statement
Date: Thursday, March 21, 2013 3:55:32 PM

Please see attached e-mail from the Illinois Department of Agriculture. This serves as their acceptance to becoming a PA of the Illiana Corridor EIS. Please record in the project record and update the SIP accordingly.

Thanks!
Katie

From: Matt Fuller@dot.gov [mailto:Matt.Fuller@dot.gov]
Sent: Thursday, March 21, 2013 1:43 PM
To: dennis.bachman@dot.gov; Hine, Mike; jearl@indot.in.gov; Kukiella, Katie L.; lhilden@indot.in.gov; KMCULLEN@indot.in.gov; Joyce.Newland@dot.gov; ramponera@pbworld.com; Schilke, Steven E; Zyziueuski, Walter G
Subject: FW: Accept Participating Agency Request for Illiana Corridor Tier Two Environmental Impact Statement

Please add as CA/PA into SIP...and include in project record.

From: Savko, Terry [mailto:Terry.Savko@Illinois.gov]
Sent: Thursday, March 21, 2013 1:39 PM
To: Fuller, Matt (FHWA)
Cc: Chard, Steve
Subject: Accept Participating Agency Request for Illiana Corridor Tier Two Environmental Impact Statement

Mr. Fuller:

The Federal Highway Administration, in cooperation with the Illinois Department of Transportation and the Indiana Department of Transportation, is initiating a Tier Two Environmental Impact Statement for the Illiana Corridor Project. For the Tier Two EIS, the Corridor B3 study area is a ±2,000 foot wide, 47 mile long east-west corridor with a western terminus at Interstate 55 just north of the City of Wilmington in Illinois and an eastern terminus at Interstate 65 approximately three miles north of State Route 2 in Indiana.

The Illinois Department of Agriculture accepts your invitation to become a participating agency in the development of the Illiana Corridor Environmental Impact Statement.

Terry Savko, IL Dept of Agriculture
Bureau of Land and Water Resources
State Fairgrounds, P.O. Box 19281, Springfield, IL 62794-9281
217-785-4458 Fax 217-557-0993 terry.savko@illinois.gov

From: Illinois.FHWA@dot.gov [mailto:Illinois.FHWA@dot.gov]
Sent: Monday, March 11, 2013 9:44 AM

To: Chard, Steve
Cc: Zyzniowski, Walter G; Schilke, Steven E; Susinskas, Kesti P; lhilden@indot.in.gov;
jeau@indot.in.gov; kncmuller@indot.in.gov
Subject: Illiana Corridor Tier Two Environmental Impact Statement/Cooperating and Participating Agency Request

Please see attached correspondence.



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

Pat Quinn, Governor
Marc Miller, Director

March 15, 2013

Matt Fuller
U.S. Dept. Of Transportation
3250 Executive Dr.
Springfield, Illinois 62703

RE: IDNR Cooperating Agency
Illiana Corridor Tier Two
Environmental Impact
Statement

Dear Mr. Fuller:

Thank you for the opportunity to participate as a Cooperating Agency in the development of the Environmental Impact Statement for the above referenced project. It is important that the Illinois Department of Natural Resources be involved in the review process to assure resource protection and compliance with the state Endangered Species Protection Act and the Interagency Wetlands Policy Act of 1989.

Please address all correspondence and meeting agendas to Mr. Steve Hamer of the Office of Realty and Environmental Planning, Division of Ecosystems and Environment at One Natural Resources Way, Springfield, Illinois 62702-1271.

Sincerely,

A handwritten signature in cursive script that reads "Steve Hamer".

Steve Hamer
Ecosystems and Environment
Office of Realty & Environmental Planning
Illinois Department of Natural Resources

cc: File

RECEIVED

MAR 20 2013

FHWA



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

March 8, 2013

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

In Reply Refer To:
HPER-IL

Ms. Anne Haaker
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701

Subject: Illiana Corridor Tier Two Environmental Impact Statement:
Cooperating and Participating Agency Request

Dear Ms. Haaker:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) and the Indiana Department of Transportation (INDOT), is initiating a Tier Two Environmental Impact Statement (EIS) for the Illiana Corridor Project.

The FHWA, IDOT, and INDOT have identified your agency as one that may have jurisdiction by law over the proposed action or have special expertise with respect to environmental resources affected by the project and have an interest in the project. Therefore, with this letter, FHWA, IDOT, and INDOT invite your agency to become a Cooperating and Participating Agency in the development of the Tier Two EIS for the Illiana Corridor. The designation does not imply that your agency either supports the proposed project or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT and INDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on refining the purpose and need developed during Tier One, determining the range of alternatives to be studied in Tier Two, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

Please provide a response to our request prior to April 10, 2013.

Pursuant to Title 23, Section 139, FHWA, IDOT, and INDOT must receive a written response in order to consider your agency a participating agency. If your agency declines to be a Participating Agency, the response should state your reason for declining the invitation.

Additionally, to consider your agency as a Cooperating Agency, FHWA, IDOT, and INDOT must receive a response from your agency agreeing to engage in the project in this role. If your agency declines to be a Cooperating Agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

For the Tier Two EIS, the Corridor B3 study area is an approximately 2,000-foot-wide, 47-mile-long east-west corridor with a western terminus at Interstate 55 just north of the City of Wilmington in Illinois and an eastern terminus at Interstate 65 approximately three miles north of State Route 2 in Indiana.

The Tier Two EIS includes analysis of alignments within the selected corridor, preparation of a draft EIS and a Single Document, a combined final EIS and Record of Decision (ROD) that will disclose potential environmental and social effects of the proposed improvements in addition to measures to minimize or mitigate unavoidable impacts associated with the project. The ROD will identify the selected alternative to be implemented.

The goal of the Tier Two EIS is to ensure that the selected alternative adequately balances the needs of the communities, the environment, and the transportation system (local, regional, and state-wide).

Enclosed is a copy of the Illiana Corridor Tier Two EIS scoping document, which was issued pursuant to a project scoping meeting held on February 22, 2013. We also invite you to review the Stakeholder Involvement Plan, available on the following website:

http://illianacorridor.org/information_center/library_tier_two.aspx

The purpose of the Stakeholder Involvement Plan is to facilitate and document the lead agencies' structured interaction with the public and other agencies and to inform them of how coordination will be accomplished. We invite you to provide written comments on these documents at the below listed address prior to April 10, 2013.

Katie Kukielka P.E.
IDOT PMC Project Manager
201 West Center Court
Schaumburg, IL 60196

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625. Thank you for your cooperation and interest in this project.

Sincerely,

Matt Fuller

Matt Fuller
Environmental Programs Engineer

Enclosure

Ecc: Mr. Walter Zyzniwski, Bureau of Design and Environment, IDOT
Mr. Steven Schilke, District 1, IDOT
Ms. Kesti Susinskas, District 1, IDOT
Ms. Laura Hilden, Director, Environmental Services INDOT
Mr. James Earl, INDOT
Mr. Ken McMullen, Manager-Environmental Policy, INDOT

WL accept

CONCUR

By: *Doreen E. Hase*
Deputy State Historic Preservation Officer

Date: 3/11/13



US Department
of Transportation
**Federal Highway
Administration**

Illinois Division

April 1, 2013

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov

In Reply Refer To:
HPR-IL

To Tribes That Have Expressed Interest in Will and Kankakee Counties, Illinois and Lake
County Indiana

Subject: Illiana Corridor Tier Two Environmental Impact Statement
Section 106 Consulting Party Request

Dear Primary Tribal Contact:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) and the Indiana Department of Transportation (INDOT), is initiating a Tier Two Environmental Impact Statement (EIS) for the Illiana Corridor Project. Corridor B3 was selected in the Tier One EIS as the preferred corridor. For the Tier Two EIS, the Corridor B3 study area is an approximately 2,000-foot-wide, 47-mile-long east-west corridor with a western terminus at Interstate 55 just north of the City of Wilmington in Illinois and an eastern terminus at Interstate 65 approximately three miles north of State Route 2 in Indiana (see enclosed map). The FHWA hereby invites you to be a Section 106 consulting party for this project pursuant to 36 CFR 800.3(f).

The Tier Two EIS includes analysis of alignments within the selected corridor, preparation of a draft EIS and a single document, a combined final EIS and Record of Decision (ROD), that will disclose potential environmental and social effects of the proposed improvements in addition to measures to minimize or mitigate unavoidable impacts associated with the project. The ROD will identify the selected alternative to be implemented. The goal of the Tier Two EIS is to ensure that the Selected Alternative adequately balances the needs of the communities, the environment, and the transportation system (local, regional, and statewide).

We also invite you to review the Stakeholder Involvement Plan (SIP), available on the following website:

http://illianacorridor.org/pdfs/illiana_sip_version%201%20030713v7.pdf

The purpose of the SIP is to facilitate and document the lead agencies' structured interaction with the public and other agencies/interested parties, and to inform them of how coordination will be accomplished. We invite you to provide written comments on these documents at the below listed address prior to May 2, 2013

Katie Kukielka, P.E.
IDOT PMC Project Manager
201 West Center Court
Schaumburg, IL 60196

Tribes Federal Participating Agency Invitation List

Tribe	First Name/Last Name/Affiliation	Address 1	Address 2	City	State	Zip
Mr. Bill	Quackenbush-Ho-Chunk Nation of Wisconsin	W9814 Airport Road		Black River Falls	WI	54615
Mr. Juan	Garza, Jr. Kickapoo Traditional Tribe of Texas	HCR 1, Box 9700		Eagle Pass	TX	78852
Ms. Steve	Kickapoo Tribe of Indians of the Kickapoo Reservation in Kansas	1107 Goddard Road	P.O. Box 271	Horton	KS	66439
Mr. Danny	Kickapoo Tribe of Oklahoma	400 North Highway 102	P.O. Box 70	McCloud	OK	74851
Mr. Leonard	Miami Tribe of Oklahoma	202 S. Light Traces Trail	P.O. Box 1326	Miami	OK	74354
Mr. Royce	Kickapoo Tribe of Oklahoma	100 S. George Street		Miami	OK	74354
Mr. Henry	Kickapoo Tribe of Oklahoma	100 S. George Street		Miami	OK	74354
Mr. Kenneth	Eastern Potawatomi Nation, Wisconsin	5416 E. Potawatomi Road	P.O. Box 340	Waukegan	WI	54986
Mr. Kenneth	Hannahville Potawatomi Indian Community, Michigan	N. 14911 Hannahville, B-1 Road		Waukegan	MI	49097
Mr. John	Michigan Band of Potawatomi Indians, Michigan and Indiana	58620 Sink Road		Mayetta	KS	66509
Mr. Steve	Prairie Band of Potawatomi Nation, Kansas	16281 Q Road		Tama	IA	52339
Mr. Homer	Sac and Fox Tribe of the Mississippi in Iowa	349 Meskwaki Road		Reserve	KS	66434
Mr. Twen	Sac and Fox Nation of Missouri in Kansas and Nebraska	305 N. Main Street	Bldg A	Stroud	OK	74779
Ms. Sandra	Wasey	920883 S. Hwy 99		Miami	OK	74354
Mr. Ron	Spokman	29 S. Hwy 69A	P.O. Box 189	Miami	OK	74354
Mr. Charles	Ottawa Tribe of Oklahoma	13 S. Hwy 69A	P.O. Box 110	Miami	OK	74354
Mr. John P.	Ponca Tribe of Oklahoma	118 S. Light Traces Trail	P.O. Box 1527	Miami	OK	74355
Mr. Neilson	Wyandotte Nation, Oklahoma	10700 E. Highway 60		Wyandotte	OK	73025
Mr. Bruce	Gonvick	P.O. Box 825		Andover	OK	73025

The FHWA, IDOT and INDOT are developing this Tier Two EIS in accordance with the National Environmental Policy Act and Section 106 of the National Historic Preservation Act, which encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

Since this portion of Illinois is an area in which your Tribe has expressed an interest, we are inviting you to be a Section 106 consulting party for this proposed project. If your Tribe has a Traditional Cultural Property or a site of religious or cultural interest in this project area, we are requesting that you contact Mr. Brad Koldehoff, IDOT Archaeologist at (217) 785-7833 or by email at brad.koldehoff@illinois.gov. However, if you prefer that FHWA maintain the lead role in all correspondence with your Tribe, please either respond accordingly to this letter, or contact Ms. Janis Pland of FHWA at (217) 492-4989 or by email at janis.pland@dot.gov. The FHWA, IDOT and INDOT look forward to cooperating with your Tribe concerning this project.

Sincerely,



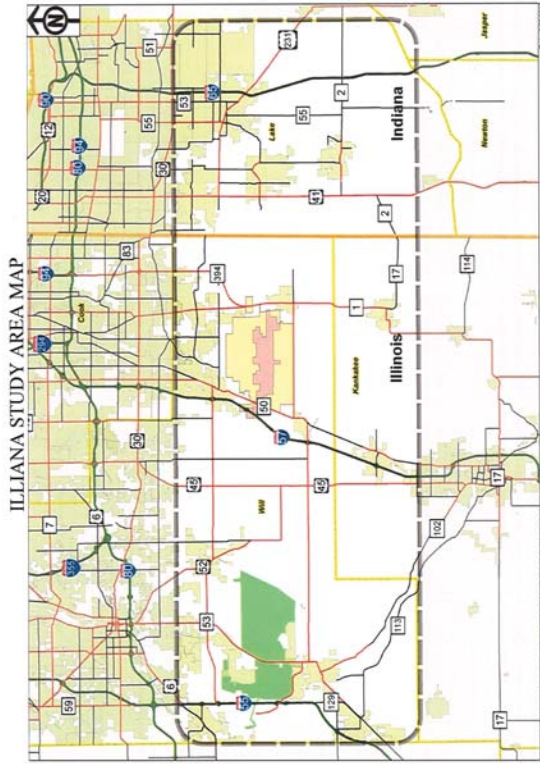
J. Michael Bowen
Acting Division Administrator

Enclosure

Ecc: Mr. Walter Zyzniwski, Bureau of Design and Environment, IDOT
Mr. Steven Schilke, District 1, IDOT
Ms. Katie Kukiela, District 1, IDOT
Ms. Laura Hilden, Director, Environmental Services INDOT
Mr. James Earl (INDOT)
Mr. Ken McMullen, Manager-Environmental Policy, INDOT
Mr. Soren Hall, US Army Corps of Engineers, Chicago District

Identical letters sent to the following:

Delaware Nation	Hannahville Potawatomi Indian Community, Michigan
Ho-Chunk Nation of Wisconsin	Pokagon Band of Potawatomi Indians, Michigan and Indiana
Kickapoo Traditional Tribe of Texas	Prairie Band of Potawatomi Nation, Kansas
Kickapoo Tribe in Kansas	Sac and Fox Tribe of the Mississippi in Iowa
Kickapoo Tribe of Oklahoma	Sac and Fox Nation of Missouri in Kansas and Nebraska
Miami Tribe of Oklahoma	Sac and Fox Nation of Oklahoma
Ottawa Tribe of Oklahoma	Shawnee Tribe, Oklahoma
Peoria Tribe of Indians of Oklahoma	Wyandotte Nation, Oklahoma
Citizen Potawatomi Nation, Oklahoma	
Forest County Potawatomi Community, Wisconsin	



Environmental Engineer
FHWA Illinois Division Office
3250 Executive Park Drive
Springfield, Illinois 62703
217-492-4989

"We make a living by what we get; we make a life by what we give."



From: George Strack [mailto:gstrack@miamination.com]
Sent: Tuesday, April 02, 2013 3:48 PM
To: Pland, Janis (FHWA)
Subject: Re: HPER-IL

Good Afternoon Jan,

I am replying to a recent email notice about the Illiana Corridor Two Tier EIS.

The Miami Tribe is requesting that FHWA remain the lead agency in contacting our tribe for this project.

Thanks,

George

George Strack
Tribal Historic Preservation Officer
Miami Tribe of Oklahoma
202 S. Eight Tribes Trail
Miami, OK 74354
317-625-1288 (cell)

Confidentiality Note: The information contained in this e-mail message is confidential and subject to Attorney/Client privilege and is intended only for the use of the individual or entity named above. Dissemination of this e-mail to anyone else is strictly prohibited. If you have received this e-mail in error, please contact gstrack@miamination.com.

From: Matt Fuller@dot.gov [mailto:Matt.Fuller@dot.gov]
Sent: Tuesday, April 09, 2013 10:27 AM
To: Kukiela, Katie L.
Cc: Hine, Mike; dennis.bachman@dot.gov; Joyce.Newland@dot.gov; Pland, Janis; Schilke, Steven E; Zyzneuski, Walter G; Koldehoff, Brad H.
Subject: FW: Illiana Tier 2 - Miami Nation interest

Katie-- Please add the Miami Nation as a consulting party and participating agency for the Illiana Tier 2 EIS and include them on the distribution list. Thanks.

Matt

From: Pland, Janis (FHWA)
Sent: Tuesday, April 09, 2013 10:20 AM
To: George Strack
Cc: Fuller, Matt (FHWA); Koldehoff Brad (Brad.Koldehoff@illinois.gov); Hine, Mike (FHWA); Bachman, Dennis (FHWA); Stevenson, Jerry (FHWA)
Subject: Illiana Tier 2 - Miami Nation interest

Hi George,

It was nice talking with you this morning. We will ensure that you are on the mailing list so that you will receive all project-related mailings for Illiana. Matt Fuller is the FHWA Illinois Division Office Environmental lead for Illiana, so FHWA is very involved and is fully informed on a regular basis with the project. Please do let us know if you learn of any sites or areas in this corridor of particular interest to the Miami that we need to be aware of.

As I mentioned on the phone, in the April 1, 2013 letter we sent to you I included an incorrect link to the Stakeholder Involvement Plan (SIP) for Illiana Tier 2. I apologize for any inconvenience it may have caused if you were unable to link to the document. The address to the Tier 2 Information Center is: http://illianacorridor.org/information_center/library.aspx

On this page you will find a link to the SIP and other documents you may find of interest.

We look forward to further conversations.

Take care,

Jan

Janis P. Pland, P.E.

List of Invited Participating Agencies

[illegible][illegible]



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MAR 25 2013

DISTRICT #1

201 W. Center Court

Schaumburg, Illinois 60196

100 N. Senate Avenue, #N642

Indianapolis, Indiana 46204

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APR 16 2013

DISTRICT #1

201 W. Center Court

Schaumburg, Illinois 60196

100 N. Senate Avenue, #N642

Indianapolis, Indiana 46204

www.illianacorridor.org

Participating Agency Response

Accept: ☒ _____

Do Not Accept: _____

Reason(s) for not accepting: _____

Signature: Russell Beer

Title: EXECUTIVE DIRECTOR

Agency: CHICAGO METROPOLITAN AGENCY FOR PLANNING

Date: 3.21.13



ILLINOIS DEPARTMENT OF TRANSPORTATION



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Participating Agency Response

Accept: ☒ _____

Do Not Accept: _____

Reason(s) for not accepting: _____

Signature: Susan B. Shee

Title: Director

Agency: Division of Alternatives - IDOT

Date: March 18, 2013



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Participating Agency Response

✓ Accept: _____

Do Not Accept: _____

Reason(s) for not accepting:

Signature: [Signature]

Title: EXECUTIVE DIRECTOR

Agency: ILLINOIS TOLLWAY

Date: 3-22-13



ILLINOIS DEPARTMENT OF TRANSPORTATION

Participating Agency Response

Accept: Yes _____

Do Not Accept: _____

Reason(s) for not accepting:

Signature: [Signature]

Title: Transportation Planner

Agency: Kankakee Area Transportation Study

Date: March 18, 2013



ILLINOIS DEPARTMENT OF TRANSPORTATION



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Indianapolis, Indiana 46204
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Participating Agency Response

Accept: Yes _____

Do **Not** Accept: _____

Reason(s) for not accepting: _____

Signature: 

Title: Chairman

Agency: Kankakee County Board

Date: March 19, 2013



Illinois Department
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INDIANA DEPARTMENT OF TRANSPORTATION



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MAR 27 2013
DISTRICT #1

201 W. Center Court
Schaumburg, Illinois 60196
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Indianapolis, Indiana 46204
www.illianacorridor.org

Participating Agency Response

Accept: MANTENO TWP

Do **Not** Accept: _____

Reason(s) for not accepting: _____

Signature: 

Title: SUPERVISOR

Agency: MANTENO TOWNSHIP

Date: 3/20/2013



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APR 15 2013

DISTRICT #1

April 10, 2013

Ms. Katie Kukielka, P.E.
IDOT PMC Project Manager
201 West Center Court
Schaumburg, IL 60196

Dear Ms. Kukielka:

Metra has received the correspondence dated March 11, 2013 regarding initiation of the Tier Two Environmental Impact Statement (EIS) for the Illiana Corridor, and is pleased to accept the invitation to become a participating agency. David Kralik will be Metra's primary contact for information related to this study. Please feel free to contact him by phone (312-322-8035) or email (dkralik@metra.com) with information or questions. Alternatively, you may contact Kristen Andersen by phone (312-322-8033) or email (kandersen@metra.com). Please send all project information and documents to both individuals.

Metra also appreciates the opportunity to comment on the scoping of the Tier Two Environmental Impact Statement. We request that the Tier Two EIS analysis consider access to current and proposed future Metra stations, so that access from the highway network is as direct as possible. For example, connections to Metra's system should be considered in the location and design of Illiana interchanges.

We look forward to continued participation in the Illiana Corridor planning process.

Sincerely,



Lynnette H. Ciavarella
Sr. Division Director, Strategic Capital Planning



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MAR 20 2013
DISTRICT #1

201 W. Center Court
Schaumburg, Illinois 60196
100 N. Senate Avenue, #N642
Indianapolis, Indiana 46204
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Participating Agency Response

Accept: ✓ Pre Negs

Do Not Accept: _____

Reason(s) for not accepting:

Signature: Melissa

Title: Agency Executive Director, Strategic Services

Agency: Pre Suburban

Date: 3/18/13



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MAR 2 2013

DISTRICT #1

201 W. Center Court
Schaumburg, Illinois 60196
100 N. Senate Avenue, #N642
Indianapolis, Indiana 46204
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Participating Agency Response

Accept: Village of Beecher, Illinois

Do **Not** Accept: _____

Reason(s) for not accepting: _____

Signature: 

Title: Robert O. Barber, Village Administrator

Agency: Village of Beecher

Date: 3/18/13



Illinois Department
of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION



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Schaumburg, Illinois 60196
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Participating Agency Response

Accept: X - VILLAGE OF COAL CITY

Do **Not** Accept: _____

Reason(s) for not accepting: _____

Signature: 

Title: VILLAGE ADMINISTRATOR

Agency: VILLAGE OF COAL CITY

Date: 4/9/2013



Illinois Department
of Transportation



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201 W. Center Court

Schaumburg, Illinois 60196

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Indianapolis, Indiana 46204

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Participating Agency Response

Accept: Village Of Crete, IL

Do Not Accept: _____

Reason(s) for not accepting: _____

Signature: Michael S. Entloez

Title: Village President

Agency: Village Of Crete

Date: 04/10/2013



INDIANA DEPARTMENT OF TRANSPORTATION



Participating Agency Response

Accept: ✓ MAY 2013, P.V.

Do Not Accept: _____

Reason(s) for not accepting: _____

Signature: [Signature]

Title: DIRECTOR OF ENGINEERING & P.W.

Date: 04-02-13



INDIANA DEPARTMENT OF TRANSPORTATION





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Indianapolis, Indiana 46204
www.illianacorridor.org

Participating Agency Response

Accept: X Village of Grant Park

Do **Not** Accept: _____

Reason(s) for not accepting:

Signature: [Signature]

Title: Village President

Agency: Village of Grant Park

Date: 04-01-13



Illinois Department
of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION

Participating Agency Response

Accept: ✓

Do **Not** Accept: _____

Reason(s) for not accepting:

Signature: [Signature]

Title: Mayor

Agency: Village of Manhattan

Date: 4-2-13



Illinois Department
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INDIANA DEPARTMENT OF TRANSPORTATION



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Indianapolis, Indiana 46204
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Participating Agency Response

Accept: VILLAGE OF MANTENO X

Do Not Accept: _____

Reason(s) for not accepting:

Signature: Timothy O Nugent

Title: Village President

Agency: Village of Manteno

Date: 3-20-2013

Village of Manteno
98 EAST THIRD STREET
MANTENO, ILLINOIS 60950
PHONE (815) 929-4800
DIRECT LINE (815) 929-4841
FAX (815) 468-8240
CELL (815) 482-1537
timnugent@aol.com
TIMOTHY O. NUGENT
Village President



INDIANA DEPARTMENT OF TRANSPORTATION



Participating Agency Response

Accept: The Village of Peotone accepts the invitation.

Do Not Accept: _____

Reason(s) for not accepting:

Signature: Richard P. Duran

Title: Village President

Agency: Village of Peotone

Date: March 19, 2013



INDIANA DEPARTMENT OF TRANSPORTATION





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201 W. Center Court
Schaumburg, Illinois 60196
100 N. Senate Avenue, #N642
Indianapolis, Indiana 46204
www.illianacorridor.org

Participating Agency Response

Accept: ✓

Do **Not** Accept: _____

Reason(s) for not accepting:

Signature: Robert Proctor

Title: SPEAKER OF THE BOARD

Agency: Mill County Board

Date: 3-19-13



Illinois Department
of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION



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APR 6 2013

DISTRICT #1

201 W. Center Court
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Indianapolis, Indiana 46204
www.illianacorridor.org

Participating Agency Response

WILL TOWNSHIP

BRIAN CANN, SPVR
30317 SO. WILL CENTER RD.
PEOTONE, ILLINOIS 60468

Accept: _____

Do **Not** Accept: _____

Reason(s) for not accepting:

Signature: Brian Cann

Title: Supervisor

WILL TOWNSHIP

BRIAN CANN, SPVR
30317 SO. WILL CENTER RD.
PEOTONE, ILLINOIS 60468

Agency: _____

Date: 3-26-13



Illinois Department
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APR 11 2013

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Schaumburg, Illinois 60196
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Indianapolis, Indiana 46204
www.illianacorridor.org

Participating Agency Response

Accept: ✓

Do Not Accept: _____

Reason(s) for not accepting:

Signature: Dyantha Borden

Title: Wilton Township Supervisor

Agency: Wilton Township

Date: 4/9/13



Illinois Department
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INDIANA DEPARTMENT OF TRANSPORTATION



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Schaumburg, Illinois 60196
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Indianapolis, Indiana 46204
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Participating Agency Response

Accept: _____

Do Not Accept: _____

Reason(s) for not accepting:

Signature: Alice J. Oakl

Title: Trustee

Agency: Cedar Creek Township Trustee

Date: 3-15-13



Illinois Department
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INDIANA DEPARTMENT OF TRANSPORTATION



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APR 10 2013
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Schaumburg, Illinois 60196
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Indianapolis, Indiana 46204
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Participating Agency Response

Accept: ✓ Rosemarie Morrow

Do **Not** Accept: _____

Reason(s) for not accepting:

Signature: *Garvin Ward*

Title: TRUSTEE

Agency: EAGLE CREEK TOWNSHIP

Date: 3-20-13



Illinois Department
of Transportation

INDIANA DEPARTMENT OF TRANSPORTATION

Participating Agency Response

Accept: TOWN OF CEDAR LAKE

Do **Not** Accept: _____

Reason(s) for not accepting:

Signature: *[Signature]*

Title: TOWN MANAGER

Agency: TOWN OF CEDAR LAKE

Date: 03/27/2013



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Indianapolis, Indiana 46204

Participating Agency Response
DISTRICT #1

Accept: ✓

Do **Not** Accept: _____

Reason(s) for not accepting: _____

Signature: *Robert J. Gaddner*

Title: *President*

Agency: *Schneider Town Council*

Date: *4-2-13*



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APR 15 2013
DISTRICT #1

WEST CREEK TOWNSHIP TRUSTEE
HAROLD MUSSMAN, JR. TRUSTEE
11821 WEST 185TH AVENUE - PO BOX 84
LOWELL, INDIANA 46356
219-696-9432

March 26, 2013

Katie Kukiela, PE
IDOT PMC Project Manager
201 West Center Court
Schaumburg, IL 60196

Dear Ms. Kukiela,

I am responding to your letter of March 11, 2013 regarding the Illiana Corridor Tier Two Environmental Impact Statement: **Participating Agency Request**.

You indicated in your letter to our office that attached to your letter was a form that would allow us to check a response to either accept or decline the offer to become a Participating Agency; however you failed to attach the form.

This letter is written to you with a copy also going to Jim Pinkerton as well as James A Earl all at INDOT, **notifying you that we do wish to be a Participating Agency**. We will look forward to receiving any and all information that pertains to the study or anything to do with Tier 2 and the Illiana corridor.

If it is necessary for us to complete the form, please send us one as soon as possible so we can complete the necessary paper work and will be in compliance with your rules.

Thank you.

Yours truly,

Harold Mussman Jr.
Harold Mussman, Jr.
Trustee

Cc: Jim Pinkerton, INDOT
Cc: James A Earl II, INDOT



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APR 15 2011

DISTRICT #1

201 W. Center Court
Schaumburg, Illinois 60196
100 N. Senate Avenue, #N642
Indianapolis, Indiana 46204
www.illianacorridor.org

Participating Agency Response

Accept: _____

Do **Not** Accept: _____

Reason(s) for not accepting:

*Thank you for this opportunity
however I feel since we have
no property located within the
2,000-foot-wide 47-mile-long east-
west corridor, it is best to include
communities who do.*

*We continue to support the Illiana
Corridor project and B3.*

Signature: _____

Title: _____

Agency: *Village of Diamond*

Date: *03-25-13*



Illinois Department
of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION

Participating Agency Response

Accept: _____

Do **Not** Accept: _____

Reason(s) for not accepting:

Signature: *Will Oby*

Title: *Supervisor*

Agency: *Florence Township*

Date: *4-2-13*



Illinois Department
of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION



Participating Agency Response

Accept: X

Do **Not** Accept: _____

Reason(s) for not accepting:

Signature: Edward M. Corns

Title: President - Council

Agency: town of Lowell

Date: 3-25-2013

[illegible]



201 W. Center Court
Schaumburg, Illinois 60196
100 N. Senate Avenue, #N642
Indianapolis, Indiana 46204
www.illianacorridor.org

March 8, 2013

Mr./Ms. NAME
TITLE
COMMUNITY/ORGANIZATION NAME
ADDRESS LINE 1
ADDRESS LINE 2

RE: Illiana Corridor Tier Two Environmental Impact Statement:
Section 106 Consulting Parties Request

Dear NAME:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) and the Indiana Department of Transportation (INDOT), is initiating a Tier Two Environmental Impact Statement (EIS) for the Illiana Corridor Project.

A Tier One EIS was prepared to resolve issues regarding the transportation mode, facility type, and general location and resulted in the identification of Corridor B3 as the preferred corridor to be carried forward with the no-action alternative for further evaluation in the Tier Two National Environmental Policy Act (NEPA) studies. The Tier One EIS and Record of Decision (ROD) were issued concurrently under the Moving Ahead for Progress in the 21st Century (MAP-21) legislation and were signed by the FHWA on January 17, 2013. In consultation with IDOT, INDOT, and the respective State Historic Preservation Officers, FHWA developed and executed a Section 106 Programmatic Agreement (PA) for inclusion in the Tier One FEIS to establish a framework for the Tier Two Section 106 studies, methodology, and consultation (see Appendix H of the Tier One FEIS).

For the Tier Two EIS, the Corridor B3 study area is an approximately 2,000-foot-wide, 47-mile-long east-west corridor with a western terminus at I-55 just north of the City of Wilmington in Illinois and an eastern terminus at I-65 approximately three miles north of State Route 2 in Indiana.

The Tier Two EIS includes analysis of alignments within the preferred corridor, preparation of a draft and final EIS that will disclose potential environmental and social effects of the proposed improvements in addition to measures to minimize or mitigate unavoidable impacts associated with the project. The Tier Two Final EIS will conclude with a ROD by FHWA which will identify the Selected Alternative.



Illinois Department
of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION

March 8, 2013
Page 2

The goal of the Tier Two EIS is to ensure that the Selected Alternative adequately balances the needs of the communities, the resources agencies (i.e. the environment) and the transportation system (local, regional, and state-wide).

The federal and state regulatory requirements governing this project include NEPA, 23 U.S.C. 139, and Section 106 of the National Historic Preservation Act, which requires the FHWA to take into account the effect of the proposed project on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places and offer the Advisory Council on Historic Preservation the opportunity to comment. These requirements create opportunities for State, Federal, and local agencies as well as the public to provide input into the project development process.

The FHWA, IDOT, and INDOT, as joint lead agencies for this project, are responsible for identifying federal, state and local agencies that may have an interest in the project and inviting consulting parties for meeting the requirements of Section 106. Your organization has been identified as one that may have an interest in this project's potential impacts on historic and archaeological resources.

Therefore, with this letter, FHWA, IDOT, and INDOT invite NAME to become a **Section 106 Consulting Party** in the development of the Tier Two EIS for the Illiana Corridor. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The role of a consulting party is to consult with IDOT, INDOT and FHWA during the project development process to provide information on potential historic and archaeological properties in the study area, provide comments on potential effects to historic properties and consult to seek ways to avoid, minimize or mitigate adverse effects upon these properties. During the project development process, we would be seeking your input as a consulting party on these issues.

Attached to this letter, you will find a form that will allow you to check a response to either accept or decline the offer to become a Section 106 consulting party. Please check the response that is appropriate for you, and return this form using the enclosed self-addressed, stamped envelope prior to April 10, 2013.

We are also enclosing a copy of the Illiana Corridor Tier Two EIS scoping document, which was issued pursuant to a project scoping meeting held at the U.S. Environmental Protection Agency (USEPA) offices at 77 W. Jackson Blvd, Chicago, Illinois on February

March 8, 2013
Page 3



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Indianapolis, Indiana 46204
www.illianacorridor.org

22, 2013. We invite you to provide separate written comments on this document at the below listed address prior to April 10, 2013.

Katie Kukielka, P.E.
IDOT PMC Project Manager
201 West Center Court
Schaumburg, IL 60196

Additionally, a link to the Illiana Corridor Tier Two Stakeholder Involvement Plan (SIP) has been provided for your reference. The SIP will be updated on the Illiana Corridor website periodically throughout Tier Two.
http://illianacorridor.org/information_center/library/tier_two.aspx

If you have any questions or would like to discuss in more detail the project or the respective roles and responsibilities of a consulting party, please contact Katie Kukielka at IDOT at 847-705-4126, or Jim Pinkerton at INDOT at 219-325-7455.

Thank you for your cooperation and interest in this project.

Sincerely,

John Fortmann, P.E.
Acting Deputy Director of Highways
Regional One Engineer
Illinois Department of Transportation

James A. Earl II, P.E.
Project Manager
Indiana Department of Transportation

bcc: Walt Zyzniowski – IDOT BDE
Jim Earl – INDOT
Steve Schilke – IDOT D-1
Anne Haaker – Illinois HPA

John Baczek – IDOT D-1
Rick Powell – PB
Kesti Susinskas – IDOT PMC
Robert Carter – Indiana DNR SHPO

Section 106 Consulting Party Response

Accept: *I accept to become a Section 106 Consulting Party.*

Do **Not** Accept: _____

Reason(s) for not accepting:

Signature: *Jeff Brack*

Title: *Historian*

Agency: *Cadillac Lake Historical Association*

Date: *3/15/13*



Illinois Department
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DISTRICT #1

Section 106 Consulting Party Response

Accept: ☒ _____

Do Not Accept: ☐ _____

Reason(s) for not accepting: _____

Signature: Donald P. Kuper

Title: DEPUTY EXECUTIVE DIRECTOR

Agency: CHICAGO METROPOLITAN AGENCY FOR PLANNING

Date: 3.21.13



Illinois Department
of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION

Section 106 Consulting Party Response

Accept: ☒ City of Joliet

Do Not Accept: ☐ _____

Reason(s) for not accepting: _____

Signature: Cory P. Rely

Title: Public Works Administrator

Agency: City of Joliet

Date: 03/21/13



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Section 106 Consulting Party Response

Accept: ✓ I accept.

Do Not Accept: _____

Reason(s) for not accepting:

Signature: Marcus Simons

Title: Executive Director

Agency: Forest Preserve District of Will County

Date: 3/19/13



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Section 106 Consulting Party Response

Accept: Chris G. Hadd

Do Not Accept: _____

Reason(s) for not accepting:

Signature: Chris G. Hadd

Title: DSHP

Agency: Illinois Historic Preservation Agency

Date: 3/19/13





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Indianapolis, Indiana 46204
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Section 106 Consulting Party Response

Accept: MANTENO TWP

Do **Not** Accept: _____

Reason(s) for not accepting: _____

Signature: Shirley R. Williams

Title: SUPERVISOR

Agency: MANTENO TOWNSHIP

Date: 3/20/2013



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Midewin Heritage Association
PO Box 514, Wilmington, Illinois 60481 <MidewinHeritage.Org

April 9, 2013

Katie Kukielka, P.E.
IDOT PMC Project Manager
201 West Center Court
Schaumburg, IL 60196

Dear Ms Kukielka:

Thank you for inviting the Midewin Heritage Association to become a Section 106 Consulting Party in the development of the Tier Two EIS for the Illiana Corridor. We accept.

We understand that in doing so this does not imply that our association supports the proposed project.

We would appreciate being advised of the other entities who were provided an invitation to become a Section 106 Consulting Party.

Sincerely yours,

Lorin L. Schab

Lorin L. Schab
President, Midewin Heritage Association

Attachment: Response form



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100 N. Senate Avenue, #N642
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Section 106 Consulting Party Response

Accept: Yes

Do Not Accept: _____

Reason(s) for not accepting:

Signature: Lynn P. Lobb

Title: President

Agency: Midwestern Heritage Association

Date: April 9, 2013



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Section 106 Consulting Party Response

Accept: STEVE FICH
10676 PRAIRIE TUNN WEST
GRANT PARK, J.L.

Do Not Accept: 60940

Reason(s) for not accepting:

CONCERN ABOUT ROADS
CONCERN ABOUT DRAINAGE

Signature: Steve Fich

Title: ROAD COMMISSIONER

Agency: Sumner Township

Date: 4/2/13



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Section 106 Consulting Party Response

Accept: ☒ MAX BOSSO, P.E.

Do **Not** Accept: _____

Reason(s) for not accepting:

Signature: Max Bosso

Title: DIRECTOR OF VMC INTEGRATING & PUBLIC WORKS

Date: 04-02-13



Illinois Department
of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION

Section 106 Consulting Party Response

Accept: ☒ _____

Do **Not** Accept: _____

Reason(s) for not accepting:

Signature: Keith Long

Title: Mayor

Agency: Village of Manhattan

Date: 4-2-13



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Section 106 Consulting Party Response

Accept: The Village of Peotone accepts the invitation.

Do **Not** Accept: _____

Reason(s) for not accepting:

Signature: _____

Richard P. Duran

Title: _____

Village President

Agency: _____

Village of Peotone

Date: _____

March 19, 2013



Illinois Department
of Transportation

INDIANA DEPARTMENT OF TRANSPORTATION

Section 106 Consulting Party Response

Accept: ✓

Do **Not** Accept: _____

Reason(s) for not accepting:

Signature: _____

Richard P. Duran

Title: _____

SPEAKER OF THE BOARD

Agency: _____

Will County Board

Date: _____

3-19-13



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Section 106 Consulting Party Response

Accept: X

Do **Not** Accept: _____

Reason(s) for not accepting: _____

Signature: Virginia L. Jony
Title: Chairman Will County Historic Preservation Commission

Agency: Will County Historic Preservation Commission

Date: 4/3/13



ILLINOIS DEPARTMENT OF TRANSPORTATION



Section 106 Consulting Party Response

Accept: I accept on behalf of WCHS

Do **Not** Accept: _____

Reason(s) for not accepting: _____

Signature: Sandy Vasko
Title: Executive Director

Agency: Will County Historical Society

Date: Mar 16, 2013



ILLINOIS DEPARTMENT OF TRANSPORTATION



SANDY VASKO
COMMISSIONER
58 E. CLINTON STREET
SUITE 500
JOLIET, ILLINOIS 60432
www.willcountypreservation.com/historic-preservation
P: 815-341-0226
sandy_vasko@comcast.net





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Section 106 Consulting Party Response

WILL TOWNSHIP
BRIAN CANN, SPVR
30317 SO. WILL CENTER RD.
PEOTONE, ILLINOIS 60468

Accept: _____

Do **Not** Accept: _____

Reason(s) for not accepting:

Signature: Brian Cann

Title: Supervisor

Agency: WILL TOWNSHIP
BRIAN CANN, SPVR
30317 SO. WILL CENTER RD.
PEOTONE, ILLINOIS 60468

Date: 3-26-13



Illinois Department
of Transportation

INDIANA DEPARTMENT OF TRANSPORTATION

Section 106 Consulting Party Response

Accept: ✓ _____

Do **Not** Accept: _____

Reason(s) for not accepting:

Signature: David Zisk

Title: SPVR

Agency: Wilmington Area Historical Society

Date: April 17, 13



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Section 106 Consulting Party Response

Accept: ✓

Do **Not** Accept: _____

Reason(s) for not accepting: _____

Signature: Alvin Stahl

Title: Cedar Creek Trustee

Agency: Cedar Creek Township

Date: 3-15-13



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Section 106 Consulting Party Response

Accept: Rosemarie Morrow

Do **Not** Accept: _____

Reason(s) for not accepting: _____

Signature: Rosemarie Morrow

Title: TRUSTEE

Agency: EAGLE CREEK TOWNSHIP

Date: 3-20-13



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Section 106 Consulting Party Response

Accept: ☒ on behalf of the Indiana State Historic Preservation Office

Do Not Accept: ☐ Please address written correspondence to the Indiana SHPO
Reason(s) for not accepting: on Sec. 106 matters and NEPA/404 matters as follows:
Chad W. Slider

Assistant Director for Environmental Review
Division of Historic Preservation and Archaeology
Indiana Department of Natural Resources
402 West Washington Street, Room W274
Indianapolis, Indiana 46204

Please send e-mail notices and invitations for the Indiana SHPO staff
to both of the following, for both Sec. 106 and NEPA/404 matters:

John Carr, JCarr@dnr.in.gov (ph. 317-233-1949) (e: buildings & structures)
Rick Jones, Ph.D., RJones@dnr.in.gov (ph. 317-233-0953) (e: archeology)

Signature: ☒ John L. Dan

Title: Team Leader for Historic Structures Bureau
Division of Historic Preservation and Archaeology (IN SHPO staff)

Agency: Indiana Department of Natural Resources

Date: ☒ 3/25/2013



Indiana Department
of Transportation

INDIANA DEPARTMENT OF TRANSPORTATION

Section 106 Consulting Party Response

Accept: ☒ TIFFANY TOLBERT

Do Not Accept: ☐

Reason(s) for not accepting:

Signature: ☒ Tiffany Tolbert

Title: DIRECTOR, NORTHWEST FIELD OFFICE

Agency: INDIANA LANDMARKS

Date: ☒ 3/18/2013



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Section 106 Consulting Party Response

Accept: _____

Do Not Accept: _____

Reason(s) for not accepting: _____

Signature: _____

Title: _____

Agency: _____

Date: _____



Illinois Department
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8411 E. Lincoln Hwy. • Crown Point, IN 46307
219.769.7275 • Fax: 219.945.0452

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MAR 16 2013

DISTRICT #1

April 9, 2013

Katie Kukiela, P.E.
IDOT PMC Project Manager
201 West Center Court
Schaumburg, IL 60196

Dear Ms. Kukiela:

Lake County Parks owns and manages almost 7,000 acres in Northwest Indiana. Our mission statement and operations are similar to the forest preserve districts in Cook, Lake, DuPage, and Will counties in Illinois. The Lake County Parks Department would like to be a Section 106 Consulting Party for the Illiana Corridor Project.

Parks staff has reviewed plans and supporting documents for the proposed B3 Study Area, and our department would prefer the no-action alternative for this project. The B3 alternative does not directly affect the footprints on any of our existing or proposed parks sites. However, this expressway if built will create ancillary development that will affect potential and future parks sites south of Cedar Lake and sites north and south of the expressway along West Creek. This road will create and accelerate a corridor of development in central Lake County and beyond, and it will happen in an area with very few protected parcels of open space. Our county is deficient in park lands, and especially so when compared to neighboring Illinois counties like Cook and Will.

Lake County Parks has been laying the groundwork to protect open space in the proposed B3 Study Area since the 1970's. Our department believes if the B3 corridor is approved and constructed then the result should be generous mitigation sites along the Cedar Creek and West Creek Greenways. These future park sites would help offset the many acres of impervious surfaces that will be sure to follow this expressway, and we would like to provide input and potential properties for these activities.

Bellaboo's
219-963-2070
Buckley Homestead
219-696-0769
Cedar Creek
219-365-2902
Deep River
219-947-1958
Deep River Waterpark
219-947-7850
Gibson Woods
219-844-3188
Grand Kankakee Marsh
219-552-0033
Lake Eria
219-944-9601
Banquets - 219-949-6533
Lemon Lake
219-663-7627
Oak Ridge Prairie
219-884-7238
Stoney Run
219-996-6500
Three Rivers
219-962-7810
Turkey Creek C.C.
219-980-8101
Pro Shop - 219-980-5170
Banquets - 219-887-3550

Reservations - 219-769-7275



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"A Natural Place For Fun"



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Schaumburg, Illinois 60196
100 N. Senate Avenue, #N642
Indianapolis, Indiana 46204
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Our park board and department have contributed many benefits to Chicago Metropolitan residents over the years by creating park sites that improve water and air quality, provide active and passive recreational opportunities, protect rare habitats which increases biodiversity, and improves surrounding private property land values which leads to an improved quality of life for local citizens. Please contact me with any questions or comments regarding this correspondence, and thank you for your help on this important matter.

Sincerely,


Robert J. Nickovich

CEO / Secretary to the Board
219.717.8027
bohn@lakecountyparks.com

Section 106 Consulting Party Response

Accept: Lake County Parks and Recreation Department

Do Not Accept: _____

Reason(s) for not accepting: _____

Signature:  _____

Robert J. Nickovich

Title: CEO and Secretary to the Board

Agency: Lake County Parks and Recreation Department

Date: April 9, 2013



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Section 106 Consulting Party Response

Accept: Tyson Warner

Do **Not** Accept: _____

Reason(s) for not accepting:

Signature: Tyson Warner

Title: EXECUTIVE DIRECTOR

Agency: NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

Date: 3/27/13



Illinois Department of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION

Section 106 Consulting Party Response

Accept: ✓

Do **Not** Accept: _____

Reason(s) for not accepting:

Signature: Penelope J. Morrison

Title: President

Agency: Three Creeks Historical Assoc. Inc

Date: 4-10-2013



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Section 106 Consulting Party Response

Section 106 Consulting Party Response

Accept: _____

Accept: _____

Do **Not** Accept: Manhattan Township Historical Society

Do **Not** Accept: ✓

Reason(s) for not accepting:
The mission statement of our organization
limits us. This project is not within the scope
of the society's mission and goals.

Reason(s) for not accepting:
Area's within the study Area should
be able to provide information on potential
historic and archaeological properties that
we possibly could. I feel 100% in
favor of the I-190 Corridor Project.
I firmly believe we are in the right
place and everyone will benefit
from it being built.

Signature: Mary Kay Cooper

Signature: James Lema

Title: secretary

Title: Mayor

Agency: Manhattan Township Historical Society

Agency: Batesville, IL

Date: 3/26/13

Date: 4-8-13



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Section 106 Consulting Party Response

Accept: _____

Do Not Accept: ☒

Reason(s) for not accepting:

Thank you for this opportunity
however we are not located in
the corridor nor do we have any
historical or archaeological properties
in the study area. I feel it
is best to include communities
who do.

We continue to support the Illiana
Corridor project and B3.

Signature: See Attached

Title: Mayor

Agency: Village of Diamond

Date: 03-25-13



Illinois Department
of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION

Section 106 Consulting Party Response

Accept: ☒

Do Not Accept: _____

Reason(s) for not accepting:

Signature: Timothy B. Smith

Title: _____

Agency: Illiana Historical Bureau

Date: 3/19/2013



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Section 106 Consulting Party Response

Accept: Will Ogle

Do Not Accept: _____

Reason(s) for not accepting: _____

Signature: Will Ogle

Title: SUPERVISOR

Agency: FLORENCE TOWNSHIP

Date: 4-2-13



Illinois Department
of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION



June 3, 2013

Matt Fuller
Environmental Programs Engineer
Federal Highway Administration
3250 Executive Park Drive
Springfield, IL 62703

Dear Matt:

I appreciate the opportunity to participate in the Consultation process for the Tier Two phase of the Illiana Corridor. The challenge for this initiative is to balance strategic transportation alternatives with minimizing adverse impact on the most famous road in the world. As the Executive Director of the Illinois Route 66 National Scenic Byway, my priorities for this segment of Route 66 are:

the reduction of truck traffic on Route 53
minimizing the impact on Route 66 communities and businesses of any construction
during the tourism season

The current level of commercial traffic stifles economic development and presents a danger to tourists and visitors.

Route 66 tourism during the peak travel season, (which is also the construction season) would be seriously disrupted by any major work on Route 53. The tourism revenue from April through October is vital to the communities and businesses along the Mother Road.

I was pleased to hear discussion last Tuesday on two options that would greatly alleviate these potential problems:

The Riley Road Design Option 2A (no construction on Route 53)

Construction of an interchange at Cedar Road (taking 1,000 trucks daily off of the Route 66 Corridor)

My strong recommendation is that these two steps be considered as a single Tier Two Option. This Option is the only practical construction alternative for the Illiana Corridor.

Sincerely

William D. Kelly

William D. Kelly
Executive Director

cc. Anne Haaker IHPA
cc. Kalisa Barthull National Park Service
cc. Cathy Stevanovich IL Route 66 Association
cc. Brad Koldehoff IDOT



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Illinois Route 66 Scenic Byway - 700 E Adams St, Springfield IL 62701 217.525.9308 p 217.525.8004 f illinoisroute66.org



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DISTRICT #1

DISTRICT #1

Section 106 Consulting Party Response

Section 106 Consulting Party Response

Accept: X

Accept: X

Do Not Accept: _____

Do Not Accept: _____

Reason(s) for not accepting: _____

Reason(s) for not accepting: _____

Signature: Michelle Y Sadler

Signature: Edgar Cornul

Title: Secretary

Title: President

Agency: Kankakee County Historic Preservation Commission

Agency: Council Town of Lowell

Date: April 12, 2013

Date: 3-25-2013



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Section 106 Consulting Party Response

Accept: X

Do **Not** Accept: _____

Reason(s) for not accepting: _____

Signature: [Signature]

Title: Director

Agency: Will County Land Use Department

Date: 3/18/13



Illinois Department
of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION



INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
We Protect Hoosiers and Our Environment.

Michael R. Pence
Governor

Thomas W. Easterly
Commissioner

100 North Senate Avenue
Indianapolis, Indiana 46204
(317) 232-8603

Toll Free (800) 451-8627
www.idem.in.gov

March 12, 2013

VIA CERTIFIED MAIL HAND DELIVERY

Mr. James Earl
Indiana Department of Transportation
100 N Senate Avenue, Room N642
Indianapolis, IN 46204

Dear Mr. Earl:

Re: Tier 2 Water Resource Assessments
Project: Illiana Corridor
County: Lake

Representatives of the Office of Water Quality participated in the February 22, 2013, Illiana Corridor Tier 2 kick off meeting. As part of that meeting, timelines were presented for the Tier 2 process which is scheduled for completion in February/March 2014. Due to the accelerated nature of this process, IDEM is providing agency expectations for the analysis of water resources within the 2,000 foot wide corridor and providing guidance on permitting issues associated with this project.

Wetland Evaluation

1. All wetlands, including open water and farmed wetlands as well as those wetlands which may be isolated, shall be delineated in accordance with the Army Corps of Engineers 1987 Wetland Delineation Manual and the applicable Regional Supplement. Any wetland that extends beyond the proposed study corridor should be delineated to show the entire boundary of the wetland.
2. Isolated wetlands identified within the corridor should be evaluated in accordance with the definitions found in Indiana Code 13-11-2-25.8 with a justification for the classification of the isolated wetlands. The identification and classification of isolated wetlands will be unnecessary if you submit a Pre-Jurisdictional Determination which assumes all wetlands within the corridor and within the jurisdiction of the Army Corps of Engineers.
3. Provide a description for each wetland with a summary opinion on the quality of the wetland and the basis for that opinion. The description of the wetland should include, species diversity, position of the wetland within the

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landscape, hydrologic function of the wetland, habitat functions provide by the wetland, and estimate percent cover of invasive or nonnative species. A Floristic Quality Assessments should capture most of this information.

4. Once the wetland delineation report is complete, it should be submitted to the Army Corps of Engineers (COE)-Chicago District and IDEM concurrently. Multi agency field visits should be scheduled with the COE, IDEM, Indiana Department of Natural Resources (IDNR), U.S. Environmental Protection Agency (USEPA), and the U.S. Fish and Wildlife Service (USFWS) to verify the wetland delineation and view the quality of the wetlands. IDEM prefers an early growing season site visit.

Compensatory mitigation for unavoidable impacts to jurisdictional wetlands should be provided in accordance with the following ratios: Open Water 1:1, Farmed Wetland 1:1, Emergent Wetlands 2:1, Scrub/Shrub Wetlands 3:1, and Forested Wetlands 4:1. If rare and ecologically important wetland types are discovered then all impacts to those resources must be avoided since compensatory mitigation cannot offset those impacts. Compensatory mitigation sites should be located within the same 8-digit watershed and should be directed towards sites that will improve water quality to any state impaired waterbody. Please refer to the 303d list of impaired waters for the State of Indiana. If section 319 watershed studies have been conducted within the watersheds please contact the local sponsor of the study to identify areas that will most benefit water quality.

Once you have selected your preferred alignment, finalized wetland impacts, and selected mitigation sites, you should coordinate with COE and IDEM before final mitigation site selection and design. The Lake Station Mitigation Bank cannot be utilized to mitigate for impacts which result from this project due to its location outside the 8-digit watershed. The use of the Kankakee Sands Mitigation Bank may be a viable option for portions of your mitigation but only after agency consultation. To ensure a no net loss, the agency will require a minimum restoration of 1:1 with the remaining ratios possibly mitigated at the bank. Once again this is only after you have exhausted all attempts at locating suitable mitigation sites within the watershed or COE-Chicago District Boundaries and consulted with the agencies.

Compensatory mitigation for unavoidable isolated wetland impacts shall be provided in accordance with the ratios outlined in Indiana Code(IC) 13-18-22-6. Please note, IC 13-18-22-6 requires the replacement wetland to be of a specified class (dependent on the class of wetlands the activity occurred in), and that Class I, Class II, and Class III wetlands are defined as isolated. This means you will need to replace isolated wetlands with isolated mitigation wetlands and subsequently separate mitigation sites for isolated wetlands and jurisdictional wetlands are needed. Mitigation must be provided within the same 8-digit watershed or county. Once you have selected your preferred alignment, finalized wetland impacts, and selected mitigation sites you should coordinate with IDEM before final mitigation site selection and design.

Stream Evaluation

This is a new terrain project and it will have a potential to be detrimental to water quality, therefore, you must complete the following assessments to ensure there will be no degradation of water quality, detrimental impacts to plant and animal life, and that existing beneficial uses will be maintained:

1. Stream Assessments
 - a. Stream habitat assessments using QHEI and HHEI.
 - b. Fish surveys to assess species diversity to determine if any State or Federally listed rare, threatened, or endangered species are present.
 - c. Mussel surveys to assess species diversity to determine if any State or Federally listed rare, threatened, or endangered species are present.
 - d. Macroinvertebrate surveys to help determine overall water quality and level of stream habitat.
2. Riparian Corridor Assessment
 - a. Mean width of riparian corridor in the proposed alternatives.
 - b. Density of trees within the riparian corridor.
 - c. Tree species inventory.
 - d. Wetlands, waterways, or other drainage features within the riparian corridor.
 - e. Identification of suitable Indiana Bat habitat within the riparian corridor. Additionally, it should be noted whether or not the area has been surveyed for the Indiana bat.

The data from the surveys will be used to evaluate potential impacts to water quality and aquatic habitat. This information will also be used as success criteria for any stream and riparian corridor mitigation. These assessment methods should be conducted in accordance with assessment methods used by the IDEM Assessment Branch, IDNR, and USFWS.

Additionally, IDEM recommends you design a protocol to evaluate the stability of the stream banks upstream and downstream from any proposed crossing. The increased runoff associated with impervious surface and stormwater runoff will increase velocities within the stream and contribute to additional bank erosion. At a minimum, you should assess 500 linear feet upstream and downstream from any bridge or culvert crossing. If an on-and-off ramp system is located within close proximity to a stream, the length of upstream and downstream assessment should be extended to 1,000 linear feet. During this assessment you should identify problem areas and recommend appropriate measures to stabilize stream banks that will be impacted by increased runoff. If problem areas are identified during the assessment then stabilization methods using bioengineering should be given priority over other techniques. The use of

bioengineering stabilization measures can count towards the compensatory mitigation requirements.

Compensatory mitigation for stream impacts shall be provided at a 1:1 ratio as measured by linear feet. Instream habitat features such as riffle-pool and meander complexes as well as bioengineered bank stabilization and root wads should be included as part of the stream mitigation. The Indiana Department of Transportation's I-70/Six Points Road stream mitigation is the standard for this project. Riparian corridor mitigation shall be provided to compensate for loss and functions of riparian corridors. All riparian corridor mitigation should be a minimum of 50 feet wide on each side of the stream. This project will be viewed cumulatively and mitigation will be calculated by adding up the total loss of wetlands, streams, and riparian corridor from the project. All stream mitigation should be located within the same 8-digit watershed and should be directed towards sites that will improve water quality to any state impaired waterbody. Again, please refer to the 303d list of impaired waters for the State of Indiana. If section 319 watershed studies have been conducted within the watersheds please contact the local sponsor of the study to identify areas that will most benefit water quality.

Before mitigation is proposed, the Section 401 Water Quality Certification review process requires avoidance and minimization. The completion of the Tier 2 process does not meet the requirements of avoidance and minimization. When choosing the preferred alternative route for this project, you should avoid converting ephemeral, intermittent and perennial streams into roadside ditches. To avoid this circumstance, all streams should be crossed in perpendicular manner. If you propose to convert streams into roadside ditches you need to provide a sufficient justification. Referencing Department of Transportation design standards is not a sufficient justification for these impacts! Where it is necessary to convert streams to road side ditches, the back slope of the roadside ditch should be planted with native trees, shrubs, and herbaceous species. All culverts are to be embedded into the stream channel and installed in a manner that will not cause erosion at the outlet or direct stream flow against the stream bank. You must ensure all riprap discharged below the ordinary high water mark is embedded and the top of the riprap is no higher than the stream bed and bank elevations. Do not use double culverts for crossings and avoid crossing streams on meanders.

For wetlands, you must select and design the preferred alternative to avoid and minimize wetland impacts to the greatest extent practical. There are several locations where the corridor must cross several extensive wetland systems. The alternative should be designed to cross the narrowest portion of a wetland and where possible the lowest quality portion of the wetland. The alternative should be designed to avoid cutting of the contributing watershed to a wetland or increasing surface flow into the wetland. Stormwater should be treated by detention systems located in uplands before discharges into wetlands. Road side ditches should not be located within wetlands. If hydrologically connected wetlands are located on both sides of the road then equalization pipes must be installed to maintain the connectivity. If culvert pipes or

equalization pipes are installed in a wetland then they should be sized large enough that they will not channelize flow through the wetland (boxes not pipes)

In regards to context design concepts, IDEM prefers you select the least environmentally damaging design for interchanges and bridge crossings. This typically means the narrowest design footprint for interchanges that still meets the safety and transportation requirements. During the February 22, 2013, meeting slides were presented on proposed corridor crossings on streams. IDEM prefers the standard alignment stream crossing design because it has the narrowest footprint. The proposed meander alignment typically results in the bridge piers being installed at an angle which will direct flow in a manner that will scour out the channel and banks.

If you have any questions about this letter, please contact Jason Randolph, Project Manager, of my staff at 317-233-0467, or you may contact the Office of Water Quality through the IDEM Environmental Helpline (1-800-451-6027).

Sincerely,



Mary E. Hollingsworth, Branch Chief
Surface Water, Operations & Enforcement Branch
Office of Water Quality

cc: Matt Fuller, FHWA-Illinois
Joyce Newland, FHWA-Indiana
Paul Leffler, USACE-Chicago
Liz McCloskey, USFWS
Liz Pelloso, USEPA-Region 5
Matt Buffington, Biologist, IDNR
Rick Rampone, Parsons Brinckerhoff



DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
111 NORTH CANAL STREET
CHICAGO, ILLINOIS 60606-7206

REPLY TO
ATTENTION OF:

Technical Services Division
Regulatory Branch
LRC-2011-00344

March 14, 2013

SUBJECT: Scoping Comments for the Tier II Environmental Impact Statement Study of the
Illiana Corridor in Will County, Illinois and Lake County, Indiana

Norman Stoner
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Stoner:

This letter is in response to your request that the U.S Army Corps of Engineers (Corps) provide scoping comments for the Illiana Tier II EIS study. Various Federal and state agencies are providing a concurrent review of the project under the terms and conditions as set forth in the "Statewide Implementation Agreement National Environmental Policy Act And Clean Water Act Section 404 Concurrent NEPA/404 Processes For Transportation Projects in Illinois".

Following attendance at the February 22, 2013 scoping meeting and the review of the "Draft Scoping Document – Tier Two – Illiana Corridor Study" dated February, 2013, the Corps provides the following scoping comments:

1. The interchange options with Illinois Route 53 near Midewin National Tallgrass Prairie is a primary issue to be discussed during Tier II. The primary reason for considering multiple interchange options at IL-53 appeared to be with regard to the potential effects on the historic Route 66 at this location. The Corps agrees that this is a significant consideration; however, the implications of each interchange option as to how they will impact Midewin, and the resources contained therein, are also of importance.

The Tier I FES provided some initial determinations on potential impacts associated with this interchange. For example, traffic on IL-53 through Midewin is estimated to be 18% lower under the no interchange option. The potential noise effects from various IL-53 traffic scenarios indicate that bird presence and breeding may be reduced for 700 meters from the roadway. Additional details regarding potential effects on bird presence and breeding among alternatives should be provided in Tier II to fully assess the impacts of each alternative. Also, the potential for expansion of IL-53 as a result of various interchange options should be explored. Expansion of IL-53 could result in additional direct and indirect impacts to Midewin and should be considered as part of the Tier II study. This information should be available when the range of alternatives are being

- 2 -

considered.

The FES states that "The indirect and cumulative impacts analysis will be expanded in the Tier Two EIS to include the potential impacts of lighting, traffic and noise on wildlife in the Midewin National Tallgrass Prairie. The Tier One EISs for the SSA, Elgin-O'Hare West Bypass project, and the Chicago-St. Louis High Speed Rail project concluded that wildlife habitat will be disrupted during construction of these projects and that existing wildlife is expected to reestablish viable populations in potential mitigation areas and undeveloped areas." Coordination with the resource agencies and Midewin early in the Tier II process is very important to ensure that they are in concurrence with the methodologies to assess these potential impacts. Although previous studies have concluded that wildlife will reestablish in other areas, this study must independently determine the scale of impacts and the potential mitigation options.

2. The Cedar Lake area is known to contain high quality natural resources and will be an area of interest for the Tier II studies. In addition to consideration of natural resources, adequate coordination with resource agencies regarding survey methods for and impacts to Threatened & Endangered species is very important.
 3. As stated in the Tier I FES, mitigation for permanent fill placed in jurisdictional waters of the U.S. will follow the Compensatory Mitigation Rule requirements at 33 CFR Part 332. In keeping with the Rule, this study should identify the values and functions being lost as a result of this project. Then identify and prioritize mitigation options that replace these values and functions to the greatest extent possible.
 4. Section 2.2 (Potential Tier Two Activities) should provide additional details of decisions to be made in Tier II, such as interchange types and locations, connections and integration with the local road network, and structure types at stream crossings. A concept for the range of alternatives to be considered should be outlined in the Scoping Document.
 5. Field meetings to review the wetland delineations and stream assessments must occur prior to concurrence on the alternatives to be carried forward. Field verification of wetland and water resources is vital in order to fully assess the range and adequacy of alternatives being considered.
 6. The Tier II study should follow the Memorandum of Understanding (MOU) among the Federal Highway Administration, Illinois State Historic Preservation Officer, Illinois Department of Transportation and Federally Recognized Tribes Interested in Illinois Lands Regarding Tribal Consultation requirements for the Illinois Federal Transportation, ratified August 31, 2011. Currently, no tribes with interests in Will County have signed the MOU. Signing of the MOU by the tribes would give validity to the process. FHWA should continue to make efforts to reach out to tribes with interests in the project area.
- The Corps supports the Programmatic Agreement among Federal Highway

Administration, Illinois State Historic Preservation Officer, Indiana State Historic Preservation Officer, Illinois Department of Transportation and Indiana Department of Transportation Regarding Implementation of Illiana Corridor Tier Two NEPA Studies. In terms of Native American consultation, this agreement states "FHWA shall consult according to the requirements of 36 CFR Part 800 when properties of religious and cultural significance to such tribes may be affected by the Tier Two undertaking(s)." The Corps stresses the need for cooperation with the tribes in identifying areas of potential religious and cultural significance, as they have knowledge of these resources beyond that of the SHPO.

To address this point, Table 1 under the cultural resources topic should list tribes as data sources. Also, the above agreements should be listed in this table. The Corps requests to be copied on all Section 106 correspondence, including tribal correspondence.

7. The Tier II studies should include the development of a post construction Best Management Practice (BMP) concept plan. As an example, the Elgin-O'Hare West Bypass study utilized a reduction of runoff as a BMP, which involved retaining the first 1.25 inches of rainfall. The BMP plan for this study also included areas for and types of BMPs to be utilized. BMPs are essential for ensuring indirect impacts to remaining and adjacent resources are addressed.

If you have any questions, please contact Mr. Soren Hall of my staff by telephone at 312-846-5532 or email at Soren.G.Hall@usace.army.mil.

Sincerely,



Leesa A. Beal
Chief, Regulatory Branch

Copy Furnished:

U.S. Environmental Protection Agency (Norm West)
U.S. Fish and Wildlife Service (Shawn Cirton)
Illinois Department of Natural Resources (Steve Hamer)
Midewin National Tallgrass Prairie (Renee Thakali)
Indiana Department of Environmental Management (Jason Randolph)

100 N. Senate Avenue, Room IGCN 1255
Indianapolis, IN 46204
US Fish and Wildlife Service (Liz McCloskey)
1000 W. Oakhill Rd.
Porter, IN 46304



United States
Department of
Agriculture

Forest
Service

30239 South State Route 53
Wilmington, IL 60481
(815) 423-6370

File Code: 1950

Date: March 18, 2013

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MAR 22 2013

FHWA

Norman Stoner
Federal Highway Administration
3250 Executive Park Drive
Springfield, IL 62703

Dear Mr. Stoner,

This letter is in response to your request that the US Forest Service at Midwestern National Tallgrass Prairie (Midwestern) provide comments to the draft Scoping Document for the Tier Two Illiana Corridor Study. Following attendance at the February 22, 2013 interagency scoping meeting and review of the draft document dated February, 2013, Midwestern provides the following scoping comments.

Alternatives or options for an interchange at or near Illinois Route 53 near Midwestern National Tallgrass Prairie will be a significant or key issue during the Tier II Corridor Study for several reasons: a) how will the different alternatives directly, indirectly and cumulatively impact the social and ecological resources at Midwestern, b) the economic and social impacts to local communities of Elwood and Wilmington, and c) the potential impact of the interchange alternatives to historic Route 66.

Please contact Mr. Bob Hommes of my staff at (815) 423-6370 or by email at rbhommes@fs.fed.us, if you have any questions.

Sincerely,

Renée C. Thakali

RENEE C. THAKALI
Acting Prairie Supervisor
Midwestern National Tallgrass Prairie

cc: US Army Corps of Engineers, Chicago District (Soren Hall)
US EPA (Norm West)
US Fish and Wildlife Service (Shawn Cirton)



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Phone 317-232-1646 • Fax 317-232-6693 • dnpa@dnr.in.gov

April 3, 2013

Katie Kukielka, P.E.
IDOT PMIC Project Manager
201 West Center Court
Schaumburg, Illinois 60196

Federal Agency: Federal Highway Administration ("FHWA")

Re: "Draft Scoping Document: Tier Two Illiana Corridor Study" (February 2013) (INDOT Des. No. 1006456; DHPA No. 11913)

Dear Ms. Kukielka:

Pursuant to the National Environmental Policy Act, Section 6002 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act, and Section 106 of the National Historic Preservation Act, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed the aforementioned "Draft Scoping Document," which we received on March 18, 2013, under the March 11 joint cover letter from the Illinois Department of Transportation and the Indiana Department of Transportation. Tier Two of the Illiana Corridor could have effects on historical and archaeological properties in Lake County, Indiana, and in Kankakee and Will counties, Illinois.

As the March 11 cover letter requested, we have returned the "Section 106 Consulting Party Response" form by separate mailing on March 25, 2013. We hope the other Indiana parties who have been invited to participate in the Section 106 consultation on the Tier Two Illiana Corridor Study also will agree to participate.

Thank you for offering us and the other, invited consulting parties the opportunity to comment on the "Draft Scoping Document." The document provides an understandable overview of the NEPA process. It is less clear to us, however, whether other, prospective Indiana consulting parties will be able to grasp, based on the cover letter and the scoping document, the role they may have the opportunity to play in the Section 106 process in Tier Two. With the exception of a few bridge and street projects funded by FHWA and a few projects of other kinds funded by other federal agencies, there have not been many opportunities in recent years for interested parties in Lake County to participate in Section 106 consultations that have progressed beyond the effects assessment stages of the review process. Consequently, many of the prospective consulting parties in the area may not have a detailed understanding of the Section 106 process.

Because the "Draft Scoping Document" is presented largely in NEPA terminology, we would suggest that it might not be clear to prospective consulting parties just how quickly the Section 106 process will need to move in order to meet the project's timetable. In order for the Section 106 process to inform the parallel NEPA process, it is our impression that the Section 106 process would need to be largely completed, except perhaps for agreeing to specific measures to mitigate adverse effects—if any are found—at least by the time the draft environmental impact statement is due to be released in September 2013.

We would urge that additional information about the steps and timetable of the Section 106 process be provided as soon as possible to those parties who accept the invitation to participate in this consultation. We also would ask that the door be left open to parties who may not, at present, fully appreciate the opportunity that the consulting party invitation offers—and to parties whom FHWA and we might not already have thought to invite—to join the consultation at later stages of the process, if those parties can demonstrate that they have a legitimate interest in the project.

If you have questions about issues pertaining to above-ground properties, such as buildings or structures, in Indiana, then please contact John Carr at (317) 233-1949 or jcarr@dnr.in.gov. Questions about archaeological issues in Indiana should be directed to Dr. Rick Jones at (317) 233-0953 or rjones@dnr.in.gov. In future all correspondence regarding

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Katie Kukielka, P.E.
April 3, 2013
Page 2

the Illiana Corridor, Tier Two, please refer to DHPA No. 11913. Please address written correspondence for the Indiana SHPO to Chad W. Slider, Assistant Director for Environmental Review, Division of Historic Preservation and Archaeology, Indiana Department of Natural Resources, 402 West Washington Street, Room W274, Indianapolis, Indiana 46204.

Very truly yours,

Chad W. Slider

Ron McAhron
Deputy Director
Indiana Department of Natural Resources

RMJ/LC:jlc

cc: Matt Fuller, Federal Highway Administration, Illinois Division
Joyce Newland, Federal Highway Administration, Indiana Division
James A. Earl, II, P.E., Indiana Department of Transportation
John Fortmann, Illinois Department of Transportation
Steven Schillee, P.E., Illiana Project Manager
Kurt Stenskus, P.E., IDOT PMC Project Manager
Katie Kukielka, P.E., IDOT PMC Project Manager
Aimee Hildner, Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Shawn Miller, Indiana Department of Transportation
Anuradha Kumar, Indiana Department of Transportation
Susan Branigan, Indiana Department of Transportation
Matt Coon, Ph.D., Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Matt Buffington, Indiana Department of Transportation
Richard Rampone, P.E., Parsons Brinckerhoff
Aimee Paquin, Parsons Brinckerhoff
Steve Ott, Parsons Brinckerhoff



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April 10, 2013

Ms. Katie Kukielka, P.E.
IDOT PMC Project Manager
201 West Center Court
Schaumburg, IL 60196

Dear Ms. Kukielka:

Metra has received the correspondence dated March 11, 2013 regarding initiation of the Tier Two Environmental Impact Statement (EIS) for the Illiana Corridor, and is pleased to accept the invitation to become a participating agency. David Kralik will be Metra's primary contact for information related to this study. Please feel free to contact him by phone (312-322-8035) or email (dkralik@metra.com) with information or questions. Alternatively, you may contact Kristen Andersen by phone (312-322-8033) or email (kandersen@metra.com). Please send all project information and documents to both individuals.

Metra also appreciates the opportunity to comment on the scoping of the Tier Two Environmental Impact Statement. We request that the Tier Two EIS analysis consider access to current and proposed future Metra stations, so that access from the highway network is as direct as possible. For example, connections to Metra's system should be considered in the location and design of Illiana interchanges.

We look forward to continued participation in the Illiana Corridor planning process.

Sincerely,

Lynnette H. Ciavarella
Sr. Division Director, Strategic Capital Planning

Metra is the registered service mark for the Northeast Illinois Regional Commuter Railroad Corporation.



201 W. Center Court
Schaumburg, Illinois 60196
100 N. Senate Avenue, #N642
Indianapolis, Indiana 46204
www.illianacorridor.org

Participating Agency Response

Accept: ☒ _____

Do Not Accept: ☐ _____

Reason(s) for not accepting:

Signature: 

Title: Sr. Division Director, Strategic Capital Planning

Agency: Metra

Date: 4/9/13



Illinois Department
of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION



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April 3, 2013

Matt Fuller
Environmental Programs Engineer
Illinois Division Office
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62563

Federal Agency: Federal Highway Administration ("FHWA")

Re: ["DRAFT Purpose and Need Statement: Illiana Corridor Tier Two Environmental Impact Statement" (February 12, 2013) (INDOT Des. No. 1006456; DHPA No. 11913)]

Dear Mr. Fuller:

Pursuant to the National Environmental Policy Act, Section 6002 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act, and Section 106 of the National Historic Preservation Act, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed the aforementioned "DRAFT Purpose and Need Statement," which we received as an attachment to your March 15, 2013, e-mail message, in preparation for the April 16, 2013, NEPA-404 Merger Meeting regarding concurrence on the purpose and need for Tier Two of the Illiana Corridor, which might have impacts in Lake County, Indiana, and in Kankakee and Will counties, Illinois.

Your March 15 e-mail message stated, in reference to the Illinois NEPA-404 merger agreement, that "concurrence is confirmation by an agency that (1) the information to date is sufficient for this stage [of project development], and (2) the project may proceed to the next stage of project development." Your message also quoted the following pertinent statement from the merger agreement: "Concurrence does not imply an agency has endorsed the project or released its obligation to determine if the project meets statutory review criteria."

Guided by that advice on what concurrence does and does not represent and viewing the February 12 "Draft Purpose and Need Statement" from a historical and archaeological preservation perspective, the Indiana SHPO concurs with the purpose and need for Tier Two, as described in the February 12 document.

If you have questions about issues pertaining to above-ground properties, such as buildings or structures, in Indiana, then please contact John Carr at (317) 233-1949 or jcarr@dnr.in.gov. Questions about archaeological issues in Indiana should be directed to Dr. Rick Jones at (317) 233-0953 or rjones@dnr.in.gov. In future correspondence regarding this project, please refer to DHPA No. 11913. Please address written correspondence on Illiana Corridor Tier Two to Chad W. Shider, Assistant Director for Environmental Review, Division of Historic Preservation and Archaeology, Indiana Department of Natural Resources, 402 West Washington Street, Room W274, Indianapolis, Indiana 46204.

Very truly yours,



Ron McMahon
Deputy Director
Indiana Department of Natural Resources
RMJ/CJcjl

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To: Pete Harmet
c/o Kesti Susinskas
Illinois DOT
Region One / District 1
201 W. Center Court
Schaumburg, IL 60196
Fax: 847-705-4126

Date: April 9, 2013

From: Jerry Heinrich, President and Representative
Midewin Tallgrass Prairie Alliance
(a 501(c)(3) not-for-profit organization)
P.O. Box 2026
Joliet, Illinois 60434

Comment Regarding: Purpose and Needs Statement

As currently proposed, alternative Route B3 fails to address a number of primary “issues and concerns” that were originally identified and determined to be central to determining “purpose and need”.

1. As proposed, Illiana Alternative Route B3 will do little to nothing to address or mitigate intermodal freight and truck traffic associated with the two, large CenterPoint Intermodal Facilities and associated, nearby warehouses. Construction of the B3 alternative ensures that CenterPoint and related traffic will continue to impact and use Route 53 north to I-80, and Route 53 south to intersection with a proposed Illiana Expressway. Instead of addressing and alleviating truck traffic, the B3 alternative will very likely make an already bad situation even worse. Elwood, Abraham Lincoln National Cemetery, Midewin National Tallgrass Prairie, DesPlaines Conservation Area, the Kankakee River, and Wilmington will be impacted by more (not less) rumbling truck traffic, safety concerns, noise, light pollution, odor...

2. The "Purpose and Need" statement provides that a primary justification for building an Illiana Expressway is to "**alleviate local congestion and improve local system mobility**". Based on traffic projections provided by Illiana Planners, it is most probable that the Illiana Expressway will **NOT** alleviate local congestion and will **NOT** improve local system mobility at the west end of the Study Area, i.e. that at the west end of the study area, the Illiana Expressway will actually do more harm than good.

Before the Illiana is allowed to move forward, potential impacts on existing peripheral highways
NEED to be determined and plans for mitigation made before the Illiana is allowed to move
forward.

Thank you. Jerry Heinrich, President
Midewin Talgrass Prairie Alliance
1770 S. Vista Drive
Wilmingon, Illinois, 60481
815-476-6171
g.heinrich@sbcglobal.net



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, IL 60606
312-454-0400
www.cmap.illinois.gov

April 10, 2013

Mr. Steve Schilke
Illinois Department of Transportation (IDOT)
Region One/District 1
201 West Center Court
Schaumburg, Illinois 60196

Via e-mail: steven.schilke@illinois.gov
and first class, U.S. Mail

Dear Mr. Schilke:

Thank you for the opportunity to comment on the draft Purpose and Need (P&N) Statement and draft Scoping Document for the Tier II Environmental Impact Statement (EIS) for the Illiana Expressway.

Two of the three bulleted points in the P&N Statement depend heavily on projections of local population and traffic. As we have noted on numerous occasions during your process, the demographic forecasts that the Illiana study team is using are inconsistent with the region's metropolitan transportation plan GO TO 2040. While the regional "control totals" may be the same, GO TO 2040 forecasts for the study area are different from those prepared by the Illiana team. Please clarify on page 1-6 that the Illiana team's forecasts for the study area are, in fact, different from the GO TO 2040 forecasts.

Furthermore, the P&N Statement suggests that "the northern portion of the South Sub-Region [i.e., southern Cook and northern Will Counties in Illinois] that includes I-80 is fully developed with limited infill opportunities," with the apparent implication that development should occur farther to the south. As part of GO TO 2040, CMAP produced analysis of infill potential in the region, finding that infill opportunities are widespread in southern Cook and northern Will Counties. GO TO 2040 also articulated a policy goal to accommodate a significant amount of the region's projected population through infill. Please refer to pages 68-69 in the full version of GO TO 2040. We will be happy to provide this information to use in the Illiana study.

The P&N Statement also notes that the Tier One Final EIS system performance analysis "assumes the implementation of committed projects and those financially constrained major transportation projects included in the adopted

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Mr. Steve Schilke
April 10, 2013
Page 2

long-range transportation plans." Our review with the consultant showed that projects which did not meet these criteria were included in the analysis. We hope that Tier II will provide an opportunity to review the included projects and to ensure that they are consistent with the regional transportation planning process.

Finally, we agree there is a strong case for addressing growth in long-distance truck traffic throughout the region, as noted in the purpose statement's last point. GO TO 2040 also described the need for facilities to accommodate freight movement by truck. We encourage you to more thoroughly examine current and forecasted freight traffic based on GO TO 2040 forecasts to determine if this potential facility should be focused on improving freight movement.

Your team has put significant work into a complex project, and we appreciate those efforts. The Illiana study team's approach needs to respect the regional planning process that led to GO TO 2040. We hope our remarks will be used to further improve the Purpose and Need Statement and the Draft Scoping Document.

Sincerely,



Randall S. Blankenhorn
Executive Director

TG:RSB/stk

cc: John Donovan, FHWA
Roger Claar, Mayor of Bolingbrook, CMAP Board Member

From: [Cate Mendith](#)
To: [Cate Mendith](#)
Subject: FW: NEPA/404 P&N Illiana Concurrence - Video Conference on 4/16, 10.06.8, 10.14.1
Date: Thursday, April 11, 2013 11:37:22 AM

From: CLARK METTLER, MARTHA [<mailto:MCLARK@idem.IN.gov>]
Sent: Thursday, April 11, 2013 7:38 AM
To: Newland, Joyce (FHWA); Fuller, Matt (FHWA)
Cc: RANDOLPH, JASON
Subject: RE: NEPA/404 P&N Illiana Concurrence - Video Conference on 4/16

Neither Jason nor I will be attending for IDEM. IDEM concurs with the Tier Two purpose and need provided.

Martha Clark Mettler
Deputy Assistant Commissioner
Office of Water Quality
Indiana Department of Environmental Management
100 North Senate Avenue
MC 65-40 IGCN 1255
Indianapolis, IN 46204-2251
317-232-8402

April 15, 2013

Ms. Katie L. Kukielka, P.E.
Illinois Department of Transportation - District 1
201 West Center Court
Schaumburg, IL 60196-1096

RE: **Joint Comments on the Illiana Expressway Tier Two Draft Purpose and Need Statement**

Dear Ms. Kukielka:

The Draft Purpose and Need Statement prepared by the Illinois Department of Transportation and the Indiana Department of Transportation (collectively, “the agencies”) for the Illiana Expressway’s Tier 2 Environmental Impact Statement (EIS) contains the same fundamental flaws as the Tier 1 EIS. Unfortunately, the agencies have continued to disregard compelling concerns regarding the need for the proposed Illiana Expressway identified by, among many others, the Metropolitan Planning Organizations (MPOs) primarily responsible for transportation policy in the study area. As a result, the agencies continue to study an environmentally destructive corridor that has been designed to solve a traffic problem that does not exist. Our organizations call on the agencies to reopen the Tier 1 study process to evaluate alternatives that respond to real, existing transportation needs with solutions that are far less speculative and costly than the agencies’ proposed multi-billion-dollar tollway in the B3 corridor.

Just as in the Tier 1 study process, the agencies have constructed the Tier 2 purpose and need statement on an assumption of explosive growth at the very edges of the Chicago metropolitan area. In doing so, the agencies again have failed to reasonably characterize the region’s transportation needs. Without justification, the agencies have refused to consider the most recent regional population and employment forecasts prepared by the Chicago Metropolitan Agency for Planning (CMAP) and the Northwestern Indiana Regional Planning Commission (NIRPC). Instead, the agencies have relied entirely on a forecast prepared by a private consultant who has no hand in regional transportation planning.

As a result, the MPOs and the agencies have put forward forecasts for 2040 that reflect two very different views of the future. The MPOs’ official forecasts reflect extensive plans to implement regional policies to encourage smart, sustainable growth in more densely populated areas. The plans acknowledge and value agricultural business. In GO IO 2040, CMAP recognized that “[a]bundant natural areas make our seven-county region a more desirable place to live and work, and [that] without green spaces, our economic competitiveness would suffer.” GO IO 2040 Short Plan, at 41. CMAP recommends preserving and protecting the vast majority of the Prairie Parklands macrosite within the Chicago Wilderness Green Infrastructure Vision as part of our natural heritage. GO IO 2040 Full-Length Plan, at 128, Figure 23.

The agencies’ “market-based” forecast for 2040, on the other hand, simply reflects outdated assumptions of “business as usual”—that historic trends of suburban sprawl (in some areas) will continue all around the Illiana study area for the next three decades—despite the MPOs’ ongoing implementation of policies that will discourage such development and instead encourage infill of existing communities. The agencies’ unreasonable rejection of the MPO forecasts illegitimately usurps

the role of regional planning from the MPOs and disregards the effect that their policy decisions will have on growth trends.

Because they are based in two very different visions of the future, the two sets of forecasts yield very different pictures of regional population and employment growth. For example, for the Indiana portion of the study area, NIRPC had forecast a population growth of 19.8%, and employment growth of 27.9%, by 2040. The agencies’ analysis is based on projected growth almost an order of magnitude larger: a 176% increase in population and a 225% increase in employment. The agencies’ overly-aggressive projections of growth were made throughout the entire Illiana study area, departing dramatically from the work of the MPOs. See *AI Chalabi Group, Ltd., Historic and Forecasted Growth of Employment and Population in the Extended Region of Chicago, Market-Driven versus Policy-Based Socio-Economic Forecasts (2010-2040), No-Build Illiana Expressway Scenario* (Feb. 2012), at 24-30. For the two portions of Will County studied as part of the Illiana corridor, the agencies’ consultant acknowledged that its “Market-Driven” forecasts were “considerably higher than those of CMAP.” *Id.* at 24-25. The agencies’ consultant further acknowledged that the areas both had grown “slowly and modestly,” but then implausibly contended that they were now at “take-off.” *Id.*

The determination that the Illiana Study Area is now ready for “take-off” is problematic, in part, because it relies on the construction of the Illiana Expressway itself. Despite captioning its report as a “no-build” scenario, the consultant that prepared the agencies’ population and employment forecasts refers, on multiple occasions, to the potential construction of “the Illiana Expressway” as a justification for explosive population growth in Will and Lake Counties. See, e.g., *id.* at A-8. In other words, the “Illiana Expressway” was used to justify population forecasts that now are used to justify the Illiana Expressway. This circular logic is faulty, and the agencies’ rejection of the MPOs’ forecasts unwarranted.

The agencies’ over-statement of expected population and employment growth in the Illiana study area—and most particularly the areas near the proposed B3 corridor—infests the entire Draft Purpose and Need Statement. According to the Statement, the foremost need for the proposed tollway is population and employment growth: “Existing and future travel demand in the Region is driven by growth in population, employment, and commuter traffic. . . .” Draft Purpose and Need Statement at 1-8. The agencies’ population and employment forecasts—and the traffic forecasts that were based on them—also are cited more specifically as demonstrating the needs to “increase regional mobility,” *id.* at 1-10—1-13, and “alleviate local system congestion,” *id.* at 1-14—1-20.

Any Purpose and Need Statement for the Illiana corridor must include a discussion of the MPOs’ 2040 population and employment forecasts, and any transportation needs associated with them. However, the Draft Purpose and Need Statement’s only reference to the MPOs’ role in the forecasting process is that “[t]he project study team will continue to coordinate with the regional planning agencies on the forecasts used for the project. . . .” *Id.* at 1-8. This statement is both misleading and unclear. It omits the fact that the agencies have refused, over the objections of the MPOs, to consider the MPOs’ forecasts. The agencies have not coordinated their forecasts with those of the MPOs; rather, the agencies simply have rejected them. The agencies should clarify the meaning of this statement. If the agencies intend to adjust their forecasts to reflect the more realistic MPO forecasts, then both this draft purpose and need statement and the entire Tier 1 EIS will need to be modified accordingly.

Our organizations again ask the agencies to reconsider their attempt to push through their preferred B3 corridor. This corridor does not make sense from either a transportation planning or financial standpoint. Simply put, there is no reasonable basis for the agencies’ conclusion that the Illiana study

area—particularly the southern area near the B3 corridor, located far south of denser northern population centers—will experience the explosive population growth on which the B3 alternative has been justified. Without this high level of growth, there is no need for a tollway in the far-south B3 corridor. To the contrary, construction of the proposed tollway would ignore needs in other parts of the region, and result in extensive damage to rare and precious natural resources in the Prairie Parklands macro-site.

For the reasons expressed above and in our earlier comments during the Tier 1 process, we respectfully request IDOT and INDOT to drop consideration of the B3 corridor, and instead consider how local transportation alternatives might better resolve potential traffic congestion in this part of the region. We strongly urge IDOT and INDOT to evaluate alternatives that improve our existing network of roads and invest in more sustainable and livable transportation solutions for our region.

Sincerely,

 Jacky Grimschaw Vice President of Transportation Policy Center for Neighborhood Technology 2125 W. North Avenue Chicago, Illinois 60647 jacky@cntl.org 773.269.4033	ENVIRONMENTAL LAW AND POLICY CENTER  Andrew Armstrong Staff Attorney Environmental Law and Policy Center 35 East Wacker Drive, Suite 1600 Chicago, IL 60601 aarmstrong@elpc.org 312.751.3738
MIDWIN TALLGRASS PRAIRIE ALLIANCE Gerald Heinrich President Midwin Tallgrass Prairie Alliance 1770 S. Vista Drive Wilmington, Illinois 60481 g.heinrich@sbcglobal.net 815.476.6171	OPENLANDS  Gerald W. Adelmann President & CEO Openlands 25 East Washington, Suite 1650 Chicago, Illinois 60602 jadeimam@openlands.org 312.863.6262

SIERRA CLUB, ILLINOIS CHAPTER  Cindy Skrukud Sierra Club, Illinois Chapter Clean Water Advocate 70 East Lake Street, Suite 1500 Chicago, Illinois 60601 Cindy.skrukud@sierraclub.org 312.251.1680 x110	THE NATURE CONSERVANCY  Robert K. Moseley The Nature Conservancy, Illinois 8 South Michigan, Suite 900 Chicago, Illinois 60603 rmoseley@tnc.org 309.636.3330
THE WETLANDS INITIATIVE  Paul Botts Executive Director The Wetlands Initiative 53 West Jackson, Suite 1015 Chicago, Illinois 60604 pbotts@wetlands-initiative.org 312.922.0777 x 112	PRAIRIE RIVERS NETWORK  Kim Knowles Staff Attorney Prairie Rivers Network 1902 Fox Drive, Suite G Champaign, Illinois 61820 217.344.2371
ILLINOIS AUDUBON SOCIETY  Tom Clay Executive Director Illinois Audubon Society P.O. Box 2547 Springfield, Illinois 62708 Phone: 217.544.2473 Fax: 217.544.7433	MIDWIN HERITAGE ASSOCIATION  Lorin Schab President Midwin Heritage Association P.O. Box 54 Wilmington, Illinois 60481 lschab44@yahoo.com 815.423.2149



Indiana Department of Natural Resources

Michael R. Pence, Governor
Robert E. Carter, Jr., Director

Environmental Unit
Division of Fish and Wildlife
402 W. Washington Street
Room W273
Indianapolis, IN 46204
Phone (317) 232-4080
Fax (317) 232-8150
www.in.gov/dnr/fishwild/

April 17, 2013

Matt Fuller
Environmental Programs Engineer
Federal Highway Administration - Illinois Division Office
3250 Executive Park Drive
Springfield, IL 62563

Re: **Draft Purpose and Need Statement: Illiana Corridor Tier Two Environmental Impact Statement**


Dear Mr. Fuller:

This letter is in response to the Tier Two "Draft Purpose and Need Statement," which was received as an attachment to your March 15, 2013, email. The Indiana Department of Natural Resources (DNR) has reviewed this draft document as part of the NEPA review for the Illiana Corridor.

The Indiana Department of Natural Resources, Division of Fish and Wildlife concurs with the February 12, 2013, "Draft Purpose and Need Statement." For the most part, the document lacks specifics regarding impacts upon natural resources. The DNR expects to provide a wider range of comments as this project proceeds, particularly during the alternatives analysis.

Please contact me at (317) 233-4666 if we can be of further assistance.

Sincerely,


Matt Buffington
Environmental Supervisor
Division of Fish and Wildlife

cc:
John Davis, Indiana Department of Natural Resources
Ken McMullen, Indiana Department of Transportation
Steven Schilke, Illinois Department of Transportation
Rick Rampone, Parsons Brinckerhoff

The DNR mission: Protect, enhance, preserve and wisely use natural, cultural and recreational resources for the benefit of Indiana's citizens through professional leadership, management and education.

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REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
111 NORTH CANAL STREET
CHICAGO, ILLINOIS 60606-7206

April 22, 2013

Technical Services Division
Regulatory Branch
LRC-2011-00344

SUBJECT: NEPA/404 Merger Process Concurrence for Purpose and Need for the Illiana Corridor Tier II Study, Will County, Illinois and Lake County, Indiana

Norman Stoner
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Stoner:

This letter is in response to your request that the Department of the Army (Corps) review the Illiana Expressway Tier EIS and provide concurrence with Purpose and Need for the proposed project. Various Federal and state agencies are providing a concurrent review of the project under the terms and conditions as set forth in the "Statewide Implementation Agreement National Environmental Policy Act And Clean Water Act Section 404 Concurrent NEPA/404 Processes For Transportation Projects in Illinois".

Following attendance at the April 16, 2013 NEPA/404 Merger updated meeting and through a thorough review of the project documents, the Corps concurs that all applicable information has been received as it pertains to the Concurrence Point for Purpose and Need.

Concurrence has now been reached for Purpose and Need. All documentation to date is sufficient for this stage and the project may now proceed to the next stage of project development. If you have any questions, please contact Mr. Soren Hall of my staff by telephone at 312-846-5532, or email at Soren.G.Hall@usace.army.mil.

Sincerely,



Keith L. Wozniak
Chief, West Section
Regulatory Branch

Copy Furnished:

U.S. Environmental Protection Agency (Norm West)
U.S. Fish and Wildlife Service (Shawn Cinton)
Illinois Department of Natural Resources (Steve Hamer)
FHWA (Matt Fuller)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

APR 30 2013

REPLY TO THE ATTENTION OF

RECEIVED

MAY 06 2013

FHWA

Matthew Fuller
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Re: Concurrence for the Tier 2 Purpose and Need of the
Illiana Corridor in Lake County, Indiana and Will and Kankakee Counties, Illinois

Dear Mr. Fuller:

Our letter is provided pursuant to the National Environmental Policy Act (NEPA), Section 309 of the Clean Air Act, the Council on Environmental Quality NEPA Implementation Regulations, Moving Ahead for Progress in the 21st Century Act (MAP-21), and the 2009 revision of a Memorandum of Understanding between the Federal Highway Administration/ Illinois Department of Transportation/ R5 EPA and other resource agencies regarding the use of a merged process for NEPA and Section 404 of the Clean Water Act permitting. The Illiana Corridor is being developed using that merged NEPA/ 404 process. We are a Cooperating Agency for this project and have been involved in multiple merger and related meetings, the Corridor Planning Group/Technical Task Force (CPG/TTF) meetings, and several discussions regarding the project purpose and need. We provided written comments and concurrence throughout the Tier 1 NEPA process.

This letter is to provide written confirmation of our verbal concurrence with the Illiana Corridor Tier 2 February 12, 2013 statement of Purpose and Need.

In providing this concurrence, we reiterate our long-standing recommendation that sustainability concepts be fully considered in the Tier 2 alternatives analysis, as committed to in the Tier 1 Record of Decision. We and other stakeholders engaged in the Context Sensitive Solutions (CSS) process have put forth a number of sustainability concepts. Those include but are not limited to:

- 1) connectivity of human and natural environmental habitats along and across the corridor to minimize fragmentation;
- 2) significant efforts to protect and improve the water resources within and possibly beyond the project planning area;
- 3) native plantings and creation of natural habitats including wildlife crossings;
- 4) retention / creation of open space (prairie or forest) for noise reduction / mitigation and air quality benefits;
- 5) stormwater runoff management, pretreatment, and retention for this project;
- 6) pedestrian and bicycle facilities; and

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From: Hamer, Steve [mailto:Steve.Hamer@Illinois.gov]

Sent: Monday, April 29, 2013 12:03 PM

To: Fuller, Matt (FHWA)

Subject: RE: Illiana Tier 2 Purpose and Need

Yes, I do concur with the Purpose and Need for the Illiana Tier 2.

Steve Hamer

Impact Analysis Section

Division of Ecosystems and Environment

One Natural Resources Way

Springfield, Illinois 62702-1271

Ph. 217-785-4862

From: Matt Fuller [mailto:Matt.Fuller@dot.gov]

Sent: Monday, April 29, 2013 11:37 AM

To: Hamer, Steve

Subject: Illiana Tier 2 Purpose and Need

Hi Steve, have you had a chance to review the PN for Illiana Tier 2 and does DNR concur with it?

Matt

7) project-provided funding and coordination for project-related land use planning by the area communities, counties and metropolitan planning organizations. We offer our concurrence based upon assurances that such concepts will be given consideration in the Tier 2 Alternatives discussions.

Should you have any questions regarding our comments, please feel free to contact me or my staff members, Liz Peloso, at 312-886-7425 or lpelloso.elizabeth@epa.gov, or Norm West, at 312-353-5692 or west.norman@epa.gov.

Sincerely,



Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Cc:

Steve Schilke, IDOT, Region 1
Kesti Susinskas, IDOT/AECOM, Region 1
Soren Hall, USACE Chicago District
Shawn Cirton, USFWS Barrington
Liz McCloskey, USFWS, IN
Steve Hamer, Illinois DNR, Division of Environment and Ecosystems
Terry Savko, Illinois Department of Agriculture
Jason Randolph, Indiana Department of Environmental Management (IDEM)
Hala Kuss, IDEM-Northwest Regional Office
Mike Neyer, Indiana DNR, Division of Water
Anne Haaker, IL Historic Preservation Agency
Dan Heacock, Illinois EPA
James Glass, IN DNR, Div. of Historic Preservation and Archaeology
Matt Buffington, Indiana DNR, Fish and Wildlife Division
Laura Hilden, INDOT, Ofc. of Environmental Services
Ken McMullen, INDOT, Ofc. of Environmental Services
Robert Hommes, USFS-Midwin
Michelle Allen, FHWA, Indiana Division
Joyce Newland, FHWA, Indiana Division

